# ITD'S 2009 PATHWAY VIDEOLOG CHEATSHEET

## 2009 VideoVan


**MARCH 2010**

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# INTRODUCTION

All VideoLog users will need to keep both the 2008 and 2009 versions of the software on their systems. The software for the van purchased in 2009 differs slightly from the software previously used. As a result, the 2009 software should be used when working with data from 2009 forward and the 2008 software should be used with 2008 and earlier.

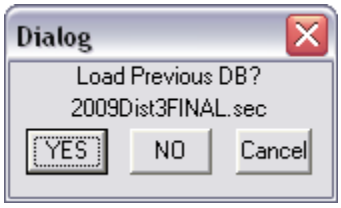
The 2008 VideoLog covers both directions in all Districts. In the 2009 Hi-Def system, only Districts 1, 2, 4, and 6 had both directions shot. District 3 and 5 only had the Highway Performance Monitoring System (HPMS) direction completed in 2009.

Several useful features have been added with the new software.

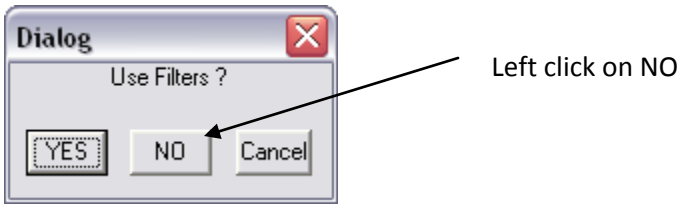
## OPENING THE 2009 VIDEOLOG:

Double left click on the 2009Pathway shortcut icon.

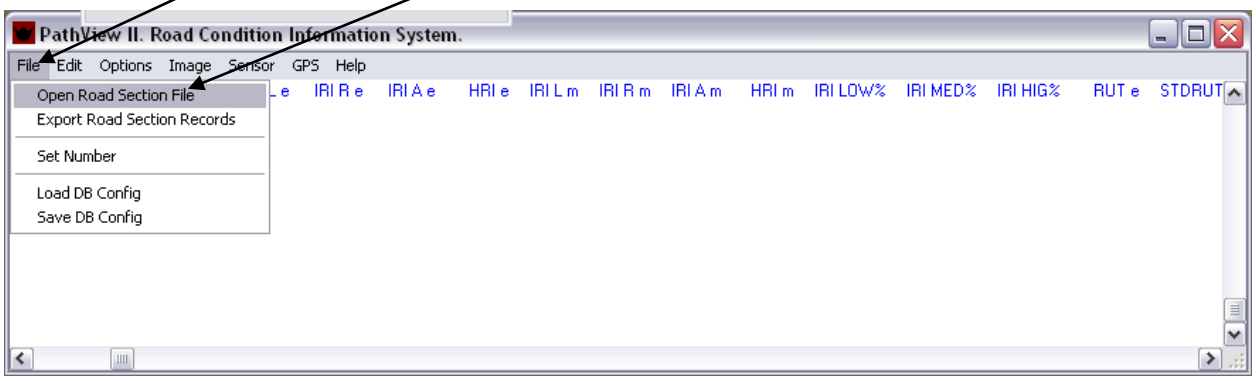

This screen will appear. It will take you to the last database used. If you are at the District level – you can say YES, since you will normally be looking only at your district. At the Headquarters level – say NO, it will then give you a choice of Districts. Then click on the district of choice.



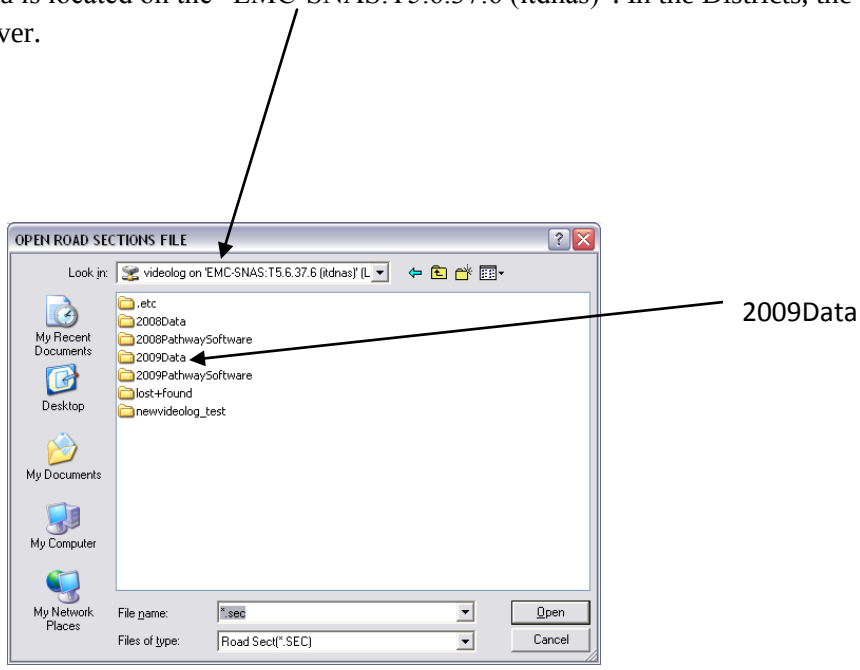

Once the .sec file is opened, the next prompt is Use Filters? Say NO. Additional information on filters is available in the filter section of this handout. The default is set to Yes.



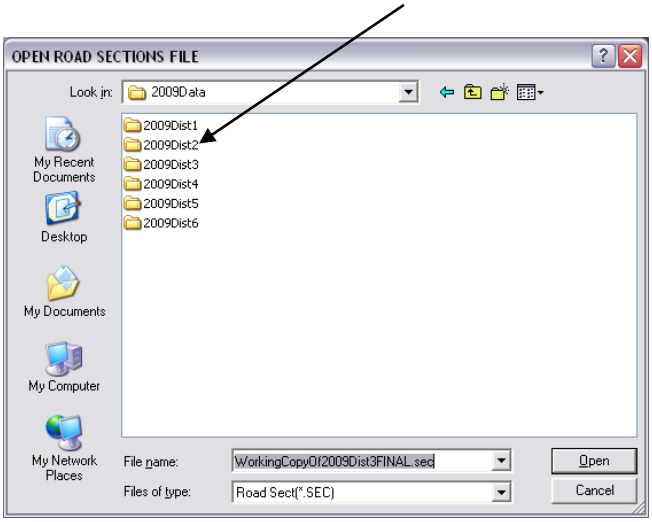

Under the heading File – choose Open Road Section File.



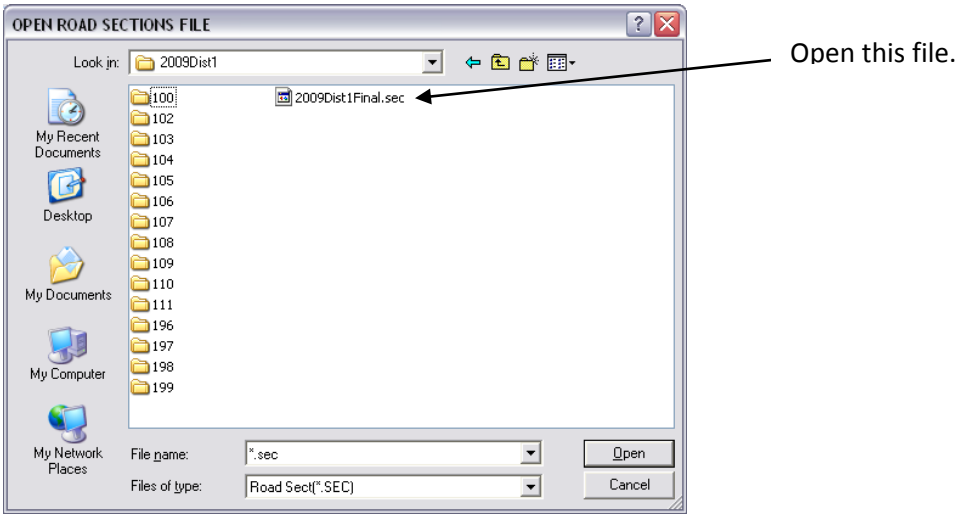
At Headquarters the 2009 data is located on the “EMC-SNAS:T5.6.37.6 (itdnas)”. In the Districts, the data resides on your local server.




Then choose the district of interest and double click on the folder.



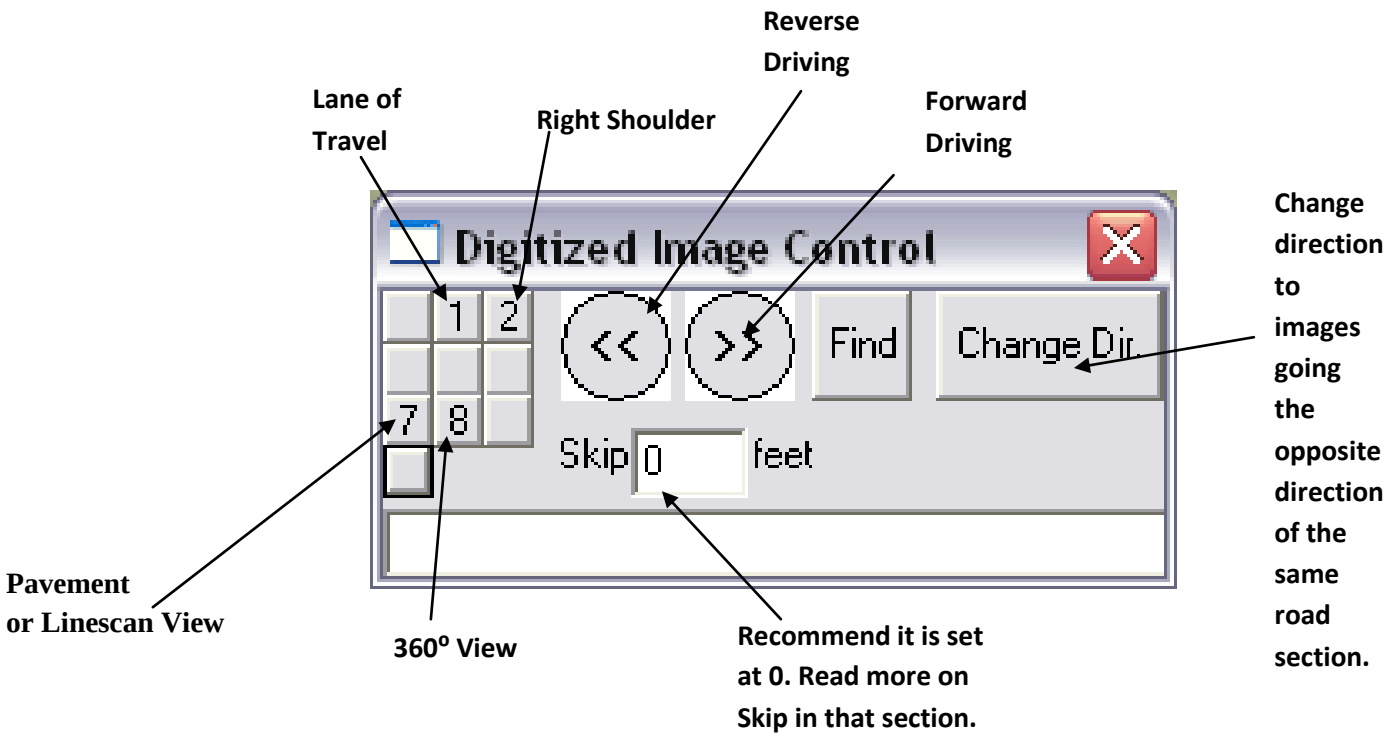
Double click on the .sec file to open the database, 2009Dist#Final.sec.




**Note: All videolog Databases end with the extension ".sec".**

## CHOOSING THE VIEWS FOR 2009:

Each of the views can be toggled on and off by clicking on the squares in the Digitized Image Control screen.



## ROAD CONDITION INFORMATION SYSTEM SCREEN ORGANIZATION

In the Road Condition Information System screen, roads are sorted in the following order:

1 - Interstate Highways Business Loops (IB###)
2 - Interstate Interchanges (IC###)
3 – Interstate Spur (IS###)
4 - Interstate Highways (I####)
5 - State Highway Business (SB###)
6 - State Highways Connector (SC###)
7 - State Highways (SH###)
8 - State Highway Spur (SS###)
9 - U. S. Highway Business (USB###)
7 - U.S. Highways Connector (USC##)
8 - U.S. Highway Spur (USS##)
7 - U. S. Highway (US###).

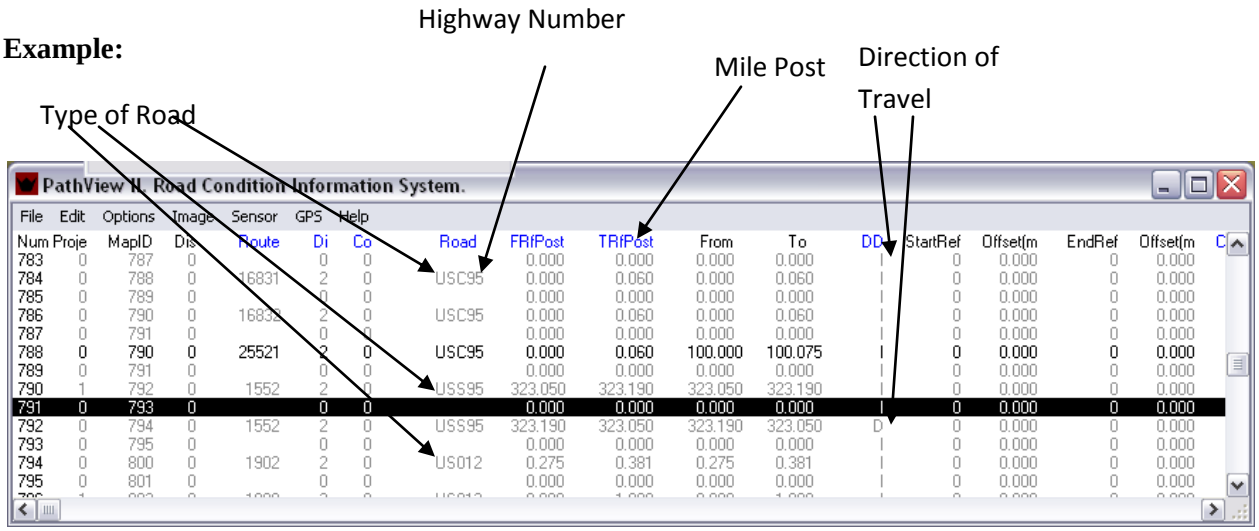
Within each of the highway systems, it is arranged numerically by highway number in an ascending order (SH021 – SH055).

It is further sorted within each highway number numerically in the increasing direction (I) prior to the decreasing direction (D).

It is further listed under the increasing direction, numerically by milepost in an ascending order (MP. 1.000- 100.000).

The decreasing direction is listed numerically within the mileposts in a descending order (MP. 100.0000 – 1.000).

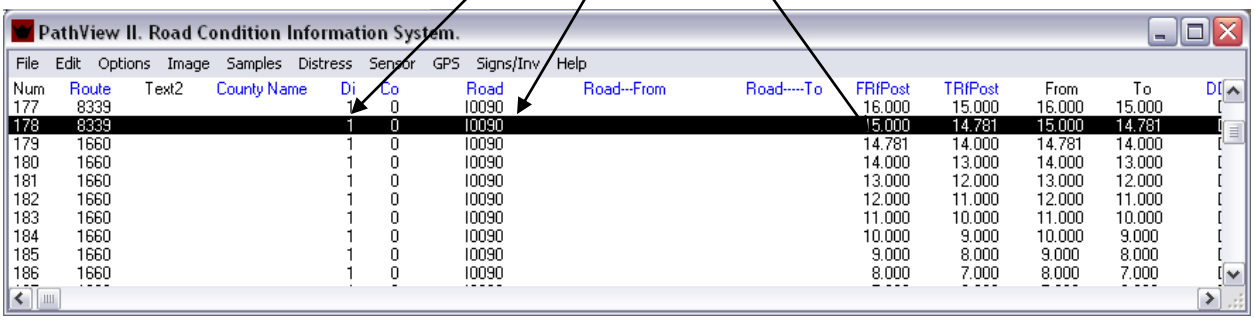
**Example:**



## USING THE VIDEOLOG

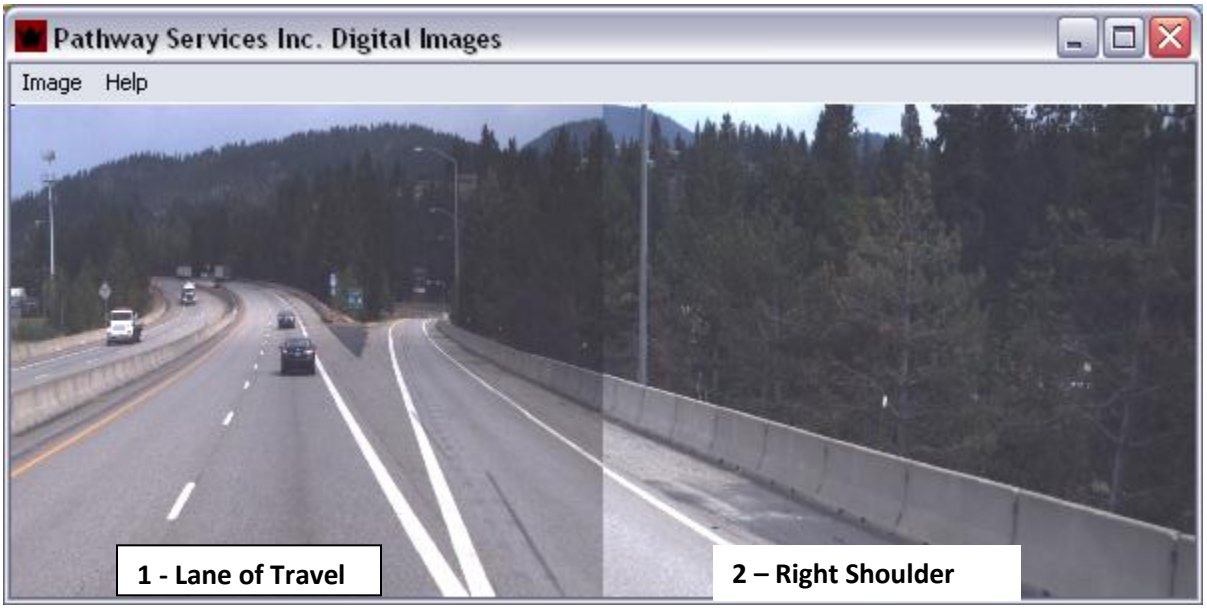
Locate the road of interest on the Road Condition Information System screen.

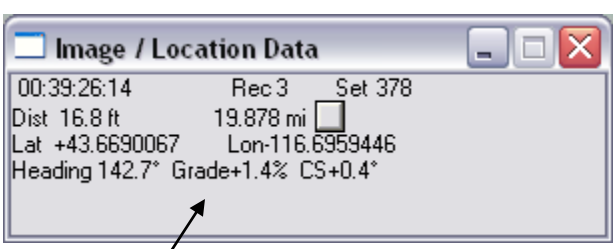
For demonstration purpose we will use District 1, I0090 (Interstate 90) MP. 15.



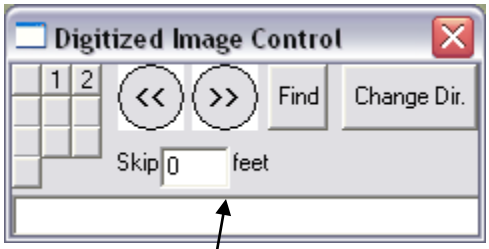

Note: if you have a column showing that you do not wish to view – change it by right clicking on the column. Under width – change the number of characters (Chars) to 0. This will remove the screen from view.


# VIDEOLOG SCREENS

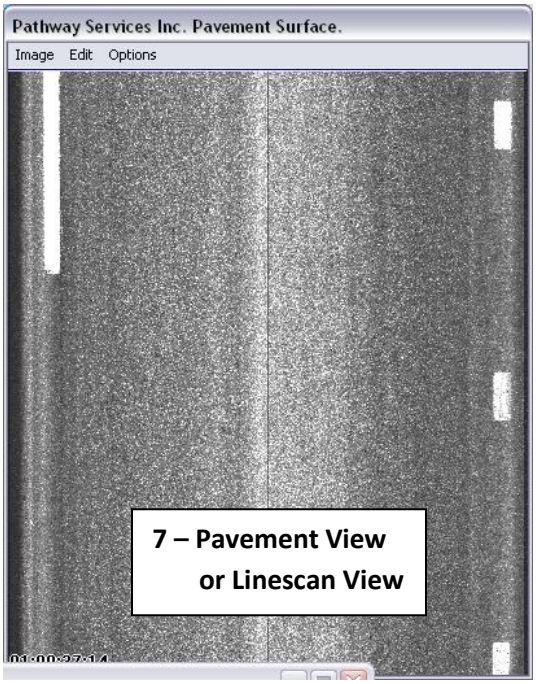



Image/Location Data Screen




Digitized Image Control Screen

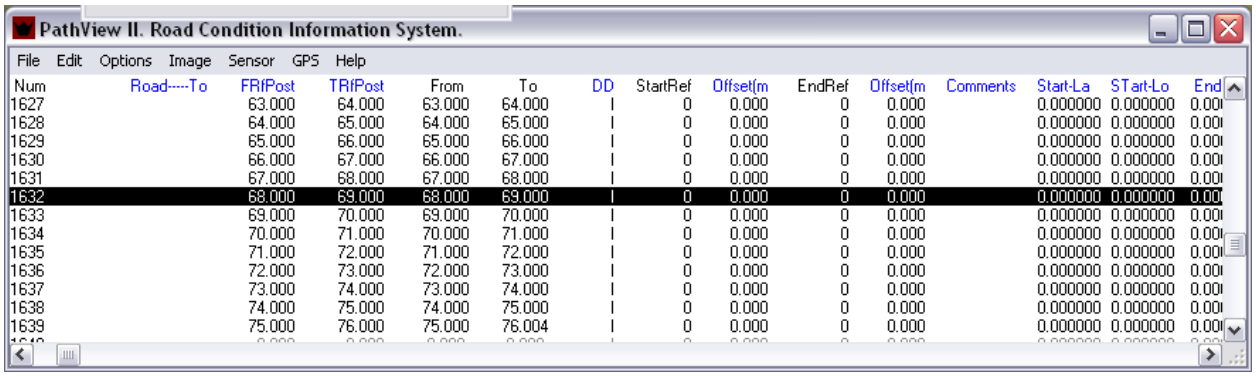



**This image shows 26.4 feet in the lane of travel "driven lane".**


When you move your mouse within the 360° view – you can rotate the image to see the complete 360° circle. The 360° camera shoots video ONLY at the major intersections of state highways.

## CLOSING THE VIDEOLOG

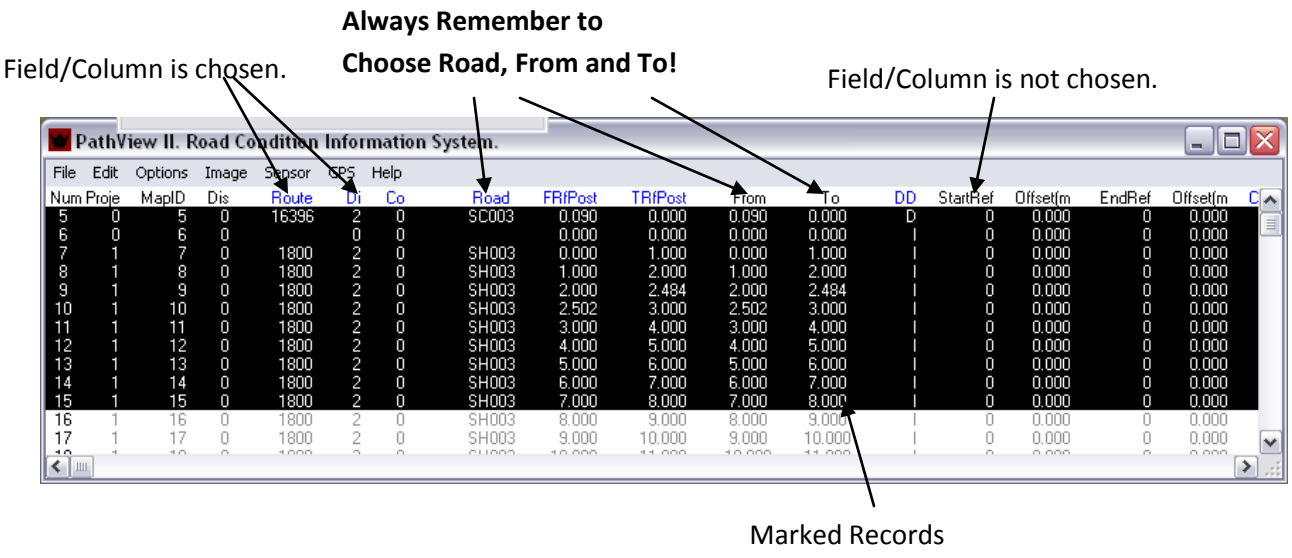
Close the Pathway software by clicking on the red "X" in the corner of the Road Condition Information System Screen. If you try and close the database by clicking on the red "X" in the corner of the Digital Image screen – it will not close the software.




| Num | Road-----To | FRfPost | TRfPost | From | To | DD | StartRef | Offset(m | EndRef | Offset(m | Comments | Start-La | STart-Lo | End |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1627 | | 63.000 | 64.000 | 63.000 | 64.000 | I | 0 | 0.000 | 0 | 0.000 | | 0.000000 | 0.000000 | 0.00 |
| 1628 | | 64.000 | 65.000 | 64.000 | 65.000 | I | 0 | 0.000 | 0 | 0.000 | | 0.000000 | 0.000000 | 0.00 |
| 1629 | | 65.000 | 66.000 | 65.000 | 66.000 | I | 0 | 0.000 | 0 | 0.000 | | 0.000000 | 0.000000 | 0.00 |
| 1630 | | 66.000 | 67.000 | 66.000 | 67.000 | I | 0 | 0.000 | 0 | 0.000 | | 0.000000 | 0.000000 | 0.00 |
| 1631 | | 67.000 | 68.000 | 67.000 | 68.000 | I | 0 | 0.000 | 0 | 0.000 | | 0.000000 | 0.000000 | 0.00 |
| 1632 | | 68.000 | 69.000 | 68.000 | 69.000 | I | 0 | 0.000 | 0 | 0.000 | | 0.000000 | 0.000000 | 0.00 |
| 1633 | | 69.000 | 70.000 | 69.000 | 70.000 | I | 0 | 0.000 | 0 | 0.000 | | 0.000000 | 0.000000 | 0.00 |
| 1634 | | 70.000 | 71.000 | 70.000 | 71.000 | I | 0 | 0.000 | 0 | 0.000 | | 0.000000 | 0.000000 | 0.00 |
| 1635 | | 71.000 | 72.000 | 71.000 | 72.000 | I | 0 | 0.000 | 0 | 0.000 | | 0.000000 | 0.000000 | 0.00 |
| 1636 | | 72.000 | 73.000 | 72.000 | 73.000 | I | 0 | 0.000 | 0 | 0.000 | | 0.000000 | 0.000000 | 0.00 |
| 1637 | | 73.000 | 74.000 | 73.000 | 74.000 | I | 0 | 0.000 | 0 | 0.000 | | 0.000000 | 0.000000 | 0.00 |
| 1638 | | 74.000 | 75.000 | 74.000 | 75.000 | I | 0 | 0.000 | 0 | 0.000 | | 0.000000 | 0.000000 | 0.00 |
| 1639 | | 75.000 | 76.000 | 75.000 | 76.004 | I | 0 | 0.000 | 0 | 0.000 | | 0.000000 | 0.000000 | 0.00 |

## EXPORTING DATA

First you must choose the columns/fields of data to be exported. **Always remember to choose Road and the mile markers (which are From and To)!** To mark the fields to be exported - use the Road Condition Information System Screen. In the column below the title heading that is to be marked – hold the control key down and click anywhere within that column. If the column title lettering is blue – it has been successfully chosen. If the column title is black – it has not been chosen.

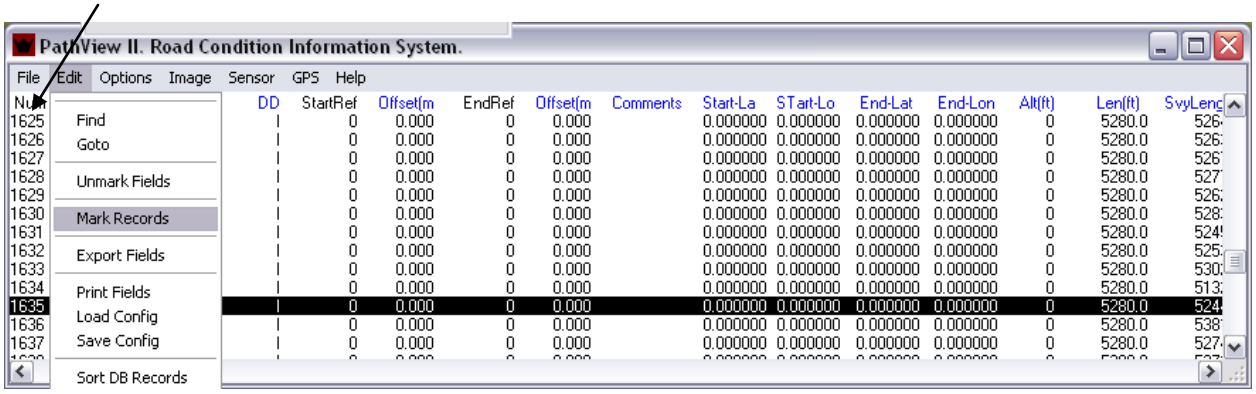



| Num | Proje | MapID | Dis | Route | Di | Co | Road | FRfPost | TRfPost | From | To | DD | StartRef | Offset(m | EndRef | Offset(m | C |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 0 | 5 | 0 | 16396 | 2 | 0 | SC003 | 0.090 | 0.000 | 0.090 | 0.000 | D | 0 | 0.000 | 0 | 0.000 | |
| 6 | 0 | 6 | 0 | | 0 | 0 | | 0.000 | 0.000 | 0.000 | 0.000 | I | 0 | 0.000 | 0 | 0.000 | |
| 7 | 1 | 7 | 0 | 1800 | 2 | 0 | SH003 | 0.000 | 1.000 | 0.000 | 1.000 | I | 0 | 0.000 | 0 | 0.000 | |
| 8 | 1 | 8 | 0 | 1800 | 2 | 0 | SH003 | 1.000 | 2.000 | 1.000 | 2.000 | I | 0 | 0.000 | 0 | 0.000 | |
| 9 | 1 | 9 | 0 | 1800 | 2 | 0 | SH003 | 2.000 | 2.484 | 2.000 | 2.484 | I | 0 | 0.000 | 0 | 0.000 | |
| 10 | 1 | 10 | 0 | 1800 | 2 | 0 | SH003 | 2.502 | 3.000 | 2.502 | 3.000 | I | 0 | 0.000 | 0 | 0.000 | |
| 11 | 1 | 11 | 0 | 1800 | 2 | 0 | SH003 | 3.000 | 4.000 | 3.000 | 4.000 | I | 0 | 0.000 | 0 | 0.000 | |
| 12 | 1 | 12 | 0 | 1800 | 2 | 0 | SH003 | 4.000 | 5.000 | 4.000 | 5.000 | I | 0 | 0.000 | 0 | 0.000 | |
| 13 | 1 | 13 | 0 | 1800 | 2 | 0 | SH003 | 5.000 | 6.000 | 5.000 | 6.000 | I | 0 | 0.000 | 0 | 0.000 | |
| 14 | 1 | 14 | 0 | 1800 | 2 | 0 | SH003 | 6.000 | 7.000 | 6.000 | 7.000 | I | 0 | 0.000 | 0 | 0.000 | |
| 15 | 1 | 15 | 0 | 1800 | 2 | 0 | SH003 | 7.000 | 8.000 | 7.000 | 8.000 | I | 0 | 0.000 | 0 | 0.000 | |
| 16 | 1 | 16 | 0 | 1800 | 2 | 0 | SH003 | 8.000 | 9.000 | 8.000 | 9.000 | I | 0 | 0.000 | 0 | 0.000 | |
| 17 | 1 | 17 | 0 | 1800 | 2 | 0 | SH003 | 9.000 | 10.000 | 9.000 | 10.000 | I | 0 | 0.000 | 0 | 0.000 | |

Under edit, Road Conditions Information System screen, mark the record(s) that you want to use. Records can be marked in 2 ways. The first method is by choosing Edit, then Mark Records. Enter the Record number that appears at the far left of the screen. The second method is to find the first record of

interest, left click on that record, then press the shift key down and scroll down to the last record of interest and then left click on that record. Marked Records will appear blackened.

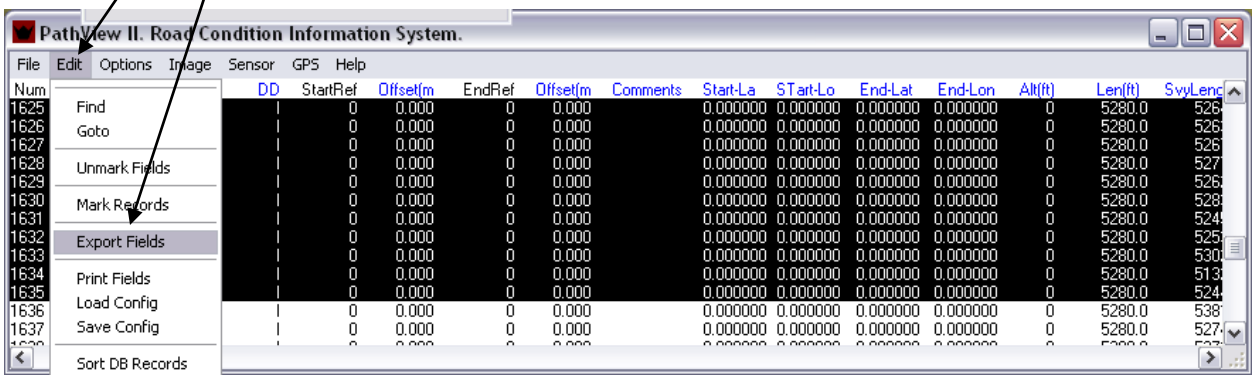
Record Number



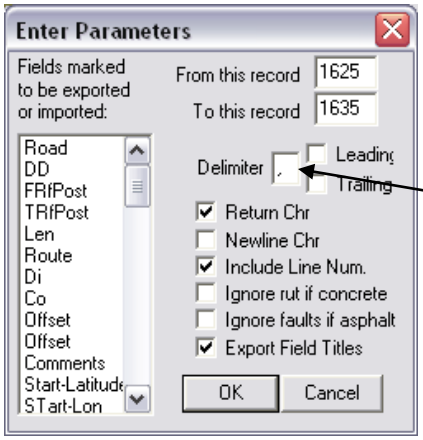


2nd method of choosing records

Next, choose Edit on the Road Condition Information System screen and then Export Fields.

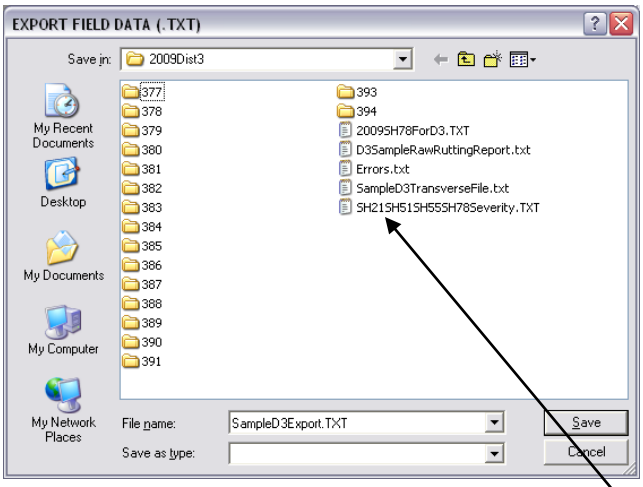



The Enter Parameters screen will appear to allow you to verify the fields to be exported. If a column appears that is not needed, you must first press the cancel button, and start the process again. If a column is missing you must start over, by choosing the columns and then by marking the records. If an extra column appears it is easier to continue on and export the field, then just erase that column within Excel.

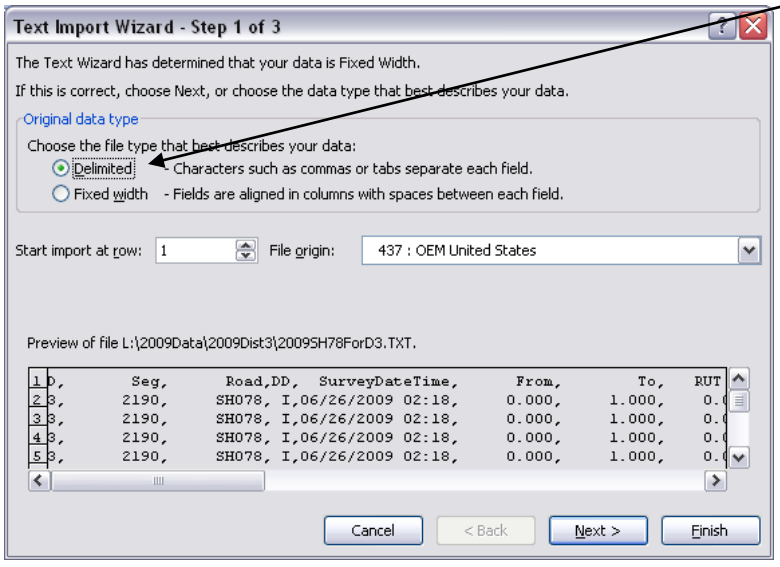



Comma delimited files are the easiest to use.

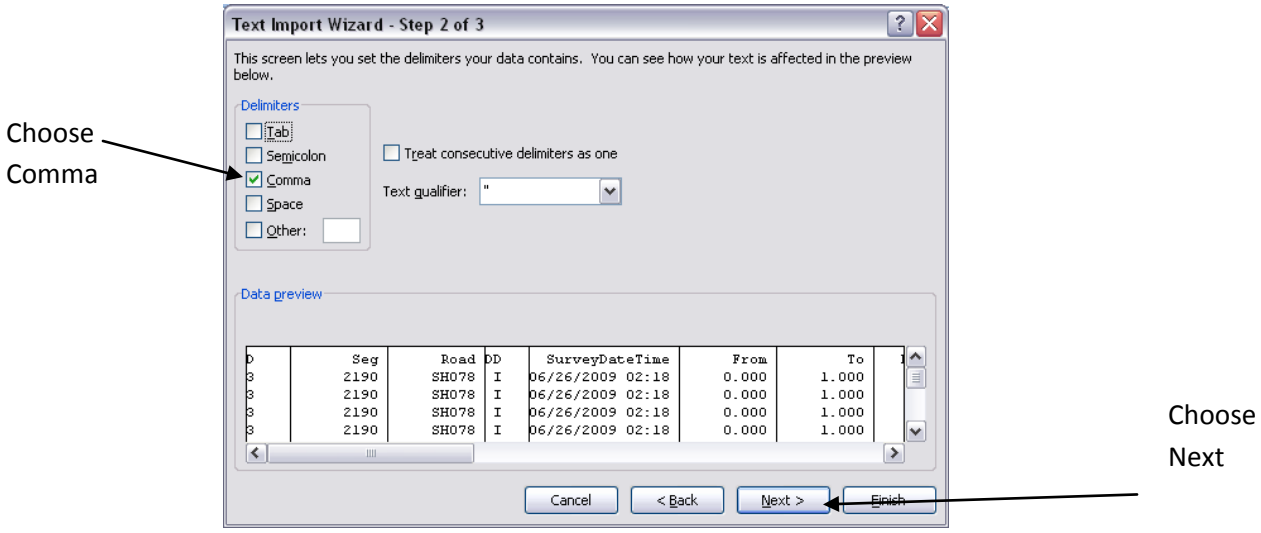
Name the file. It must have the extension of .txt.



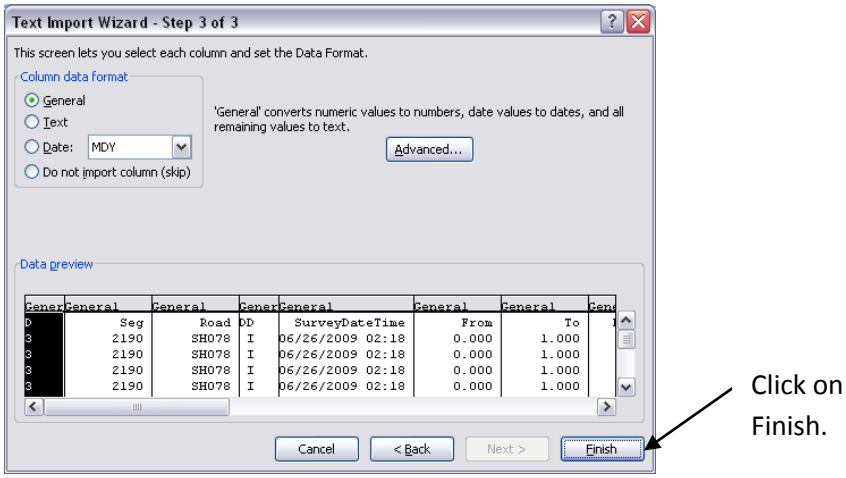

Once the .txt file is saved, it can be opened in Excel. Open Excel and then the .txt file. When the file is opened – you will need to change the default from Fixed Width to Delimited.



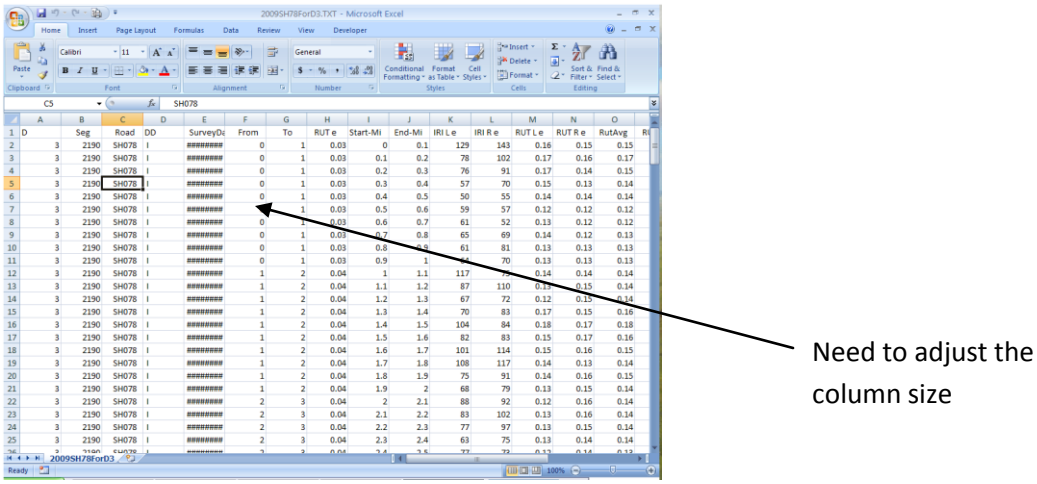
Click Next.  Here is your data in Excel format.




Default on the delimiters will be Tab.  Change it to Comma. Verify that all the columns line up correctly. Press Next.




Keep all the columns on General.  Click on Finish.  Save the project as an Excel file.




## FILTERS

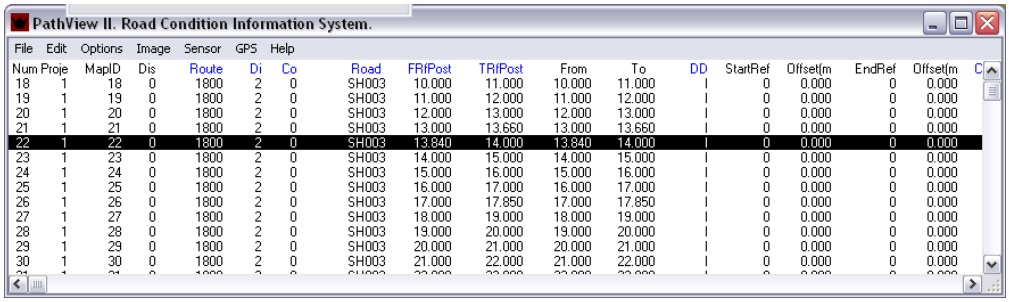
Filters allow you to limit your search to specific sections listed as column headings in the Road Condition Information System screen. There is a limit of 5 filters at any one time.

The most commonly used filters are:

| | |
|---|---|
| Project | HPMS Series (1) |
| Road | Road Number (I0090) |
| DD | Increasing (I) or Decreasing (D) Direction. |
| Route | Segment Code Number |

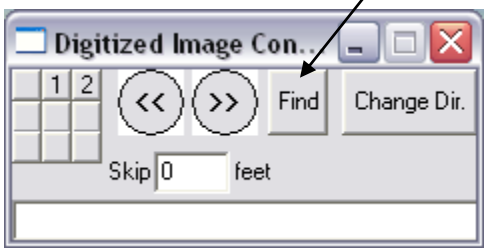
## FIND FEATURE

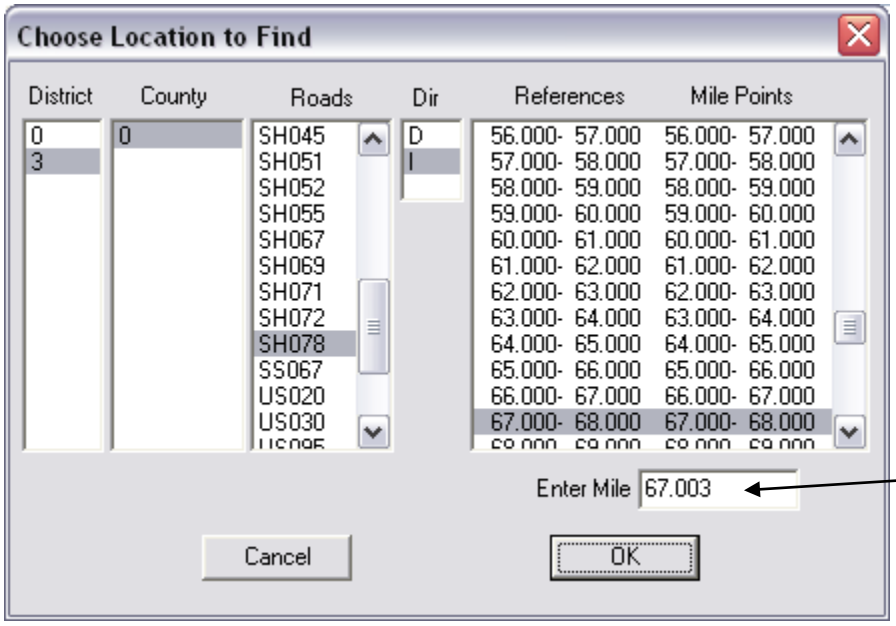
Have a record clicked in the Road Condition Information System screen.




| Num | Proje | MapID | Dis | Route | Di | Co | Road | FRtPost | TRtPost | From | To | DD | StartRef | Offset(m | EndRef | Offset(m |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18 | 1 | 18 | 0 | 1800 | 2 | 0 | SH003 | 10.000 | 11.000 | 10.000 | 11.000 | I | 0 | 0.000 | 0 | 0.000 |
| 19 | 1 | 19 | 0 | 1800 | 2 | 0 | SH003 | 11.000 | 12.000 | 11.000 | 12.000 | I | 0 | 0.000 | 0 | 0.000 |
| 20 | 1 | 20 | 0 | 1800 | 2 | 0 | SH003 | 12.000 | 13.000 | 12.000 | 13.000 | I | 0 | 0.000 | 0 | 0.000 |
| 21 | 1 | 21 | 0 | 1800 | 2 | 0 | SH003 | 13.000 | 13.660 | 13.000 | 13.660 | I | 0 | 0.000 | 0 | 0.000 |
| 22 | 1 | 22 | 0 | 1800 | 2 | 0 | SH003 | 13.840 | 14.000 | 13.840 | 14.000 | I | 0 | 0.000 | 0 | 0.000 |
| 23 | 1 | 23 | 0 | 1800 | 2 | 0 | SH003 | 14.000 | 15.000 | 14.000 | 15.000 | I | 0 | 0.000 | 0 | 0.000 |
| 24 | 1 | 24 | 0 | 1800 | 2 | 0 | SH003 | 15.000 | 16.000 | 15.000 | 16.000 | I | 0 | 0.000 | 0 | 0.000 |
| 25 | 1 | 25 | 0 | 1800 | 2 | 0 | SH003 | 16.000 | 17.000 | 16.000 | 17.000 | I | 0 | 0.000 | 0 | 0.000 |
| 26 | 1 | 26 | 0 | 1800 | 2 | 0 | SH003 | 17.000 | 17.850 | 17.000 | 17.850 | I | 0 | 0.000 | 0 | 0.000 |
| 27 | 1 | 27 | 0 | 1800 | 2 | 0 | SH003 | 18.000 | 19.000 | 18.000 | 19.000 | I | 0 | 0.000 | 0 | 0.000 |
| 28 | 1 | 28 | 0 | 1800 | 2 | 0 | SH003 | 19.000 | 20.000 | 19.000 | 20.000 | I | 0 | 0.000 | 0 | 0.000 |
| 29 | 1 | 29 | 0 | 1800 | 2 | 0 | SH003 | 20.000 | 21.000 | 20.000 | 21.000 | I | 0 | 0.000 | 0 | 0.000 |
| 30 | 1 | 30 | 0 | 1800 | 2 | 0 | SH003 | 21.000 | 22.000 | 21.000 | 22.000 | I | 0 | 0.000 | 0 | 0.000 |

Then right click on the Find button in the Digitized Image Control screen.



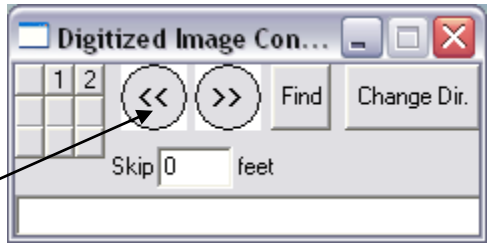




Enter the mileage, click OK, it will take you to that mile point.

Find will allow you to locate another road within the current district database that is opened. Choose the road, and mile points required. Click on the OK button. Once the details are entered – it will take a few minutes to reassemble to the right location.

## HANDS FREE PLAYING

This feature allows the user to browse the video without holding the mouse over the play key.




Left click on either set of the double arrow keys ">>" or "<<" and hit the space bar immediately. This will allow for hands free viewing. To stop the process, hit the space bar once.

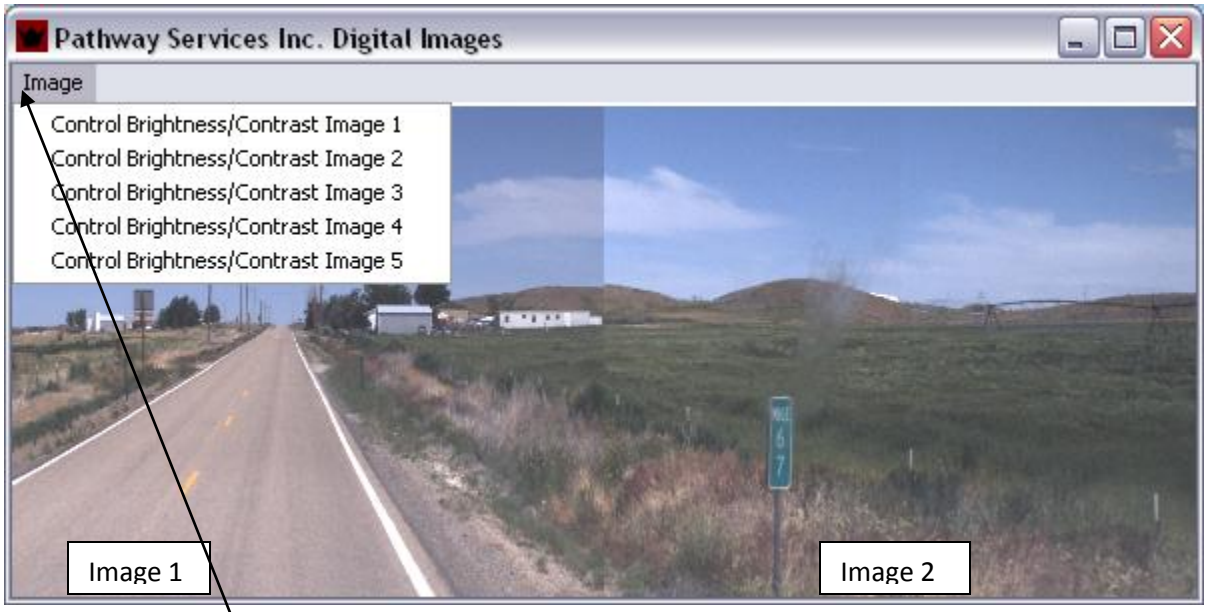
A 2nd method of starting hands free playing, is by double clicking on either set of double arrow keys. To stop the process, hit the space bar or click on the double arrow key again.

The speed at which the video plays within the hands free mode, can be increased or decreased. Have the hands free mode on, then increase the speed by hitting the + key on your keyboard. The – key will decrease the speed of play.

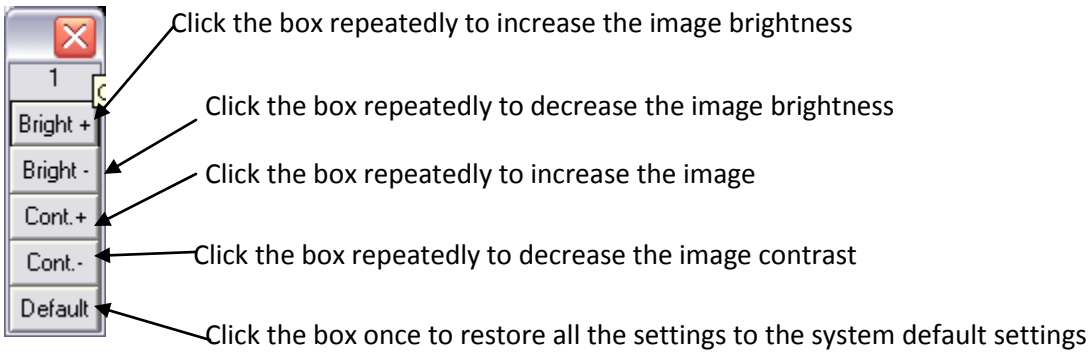
## IMAGE WINDOW SIZING

The size of the windows can be changed both vertically and horizontally. Move to the edge of the window, with your mouse, get the double arrow ↔ and drag the window to the correct size. It is best to drag image windows from a corner to eliminate distorting the image.

# IMAGE WINDOW PICTURE CONTROLS

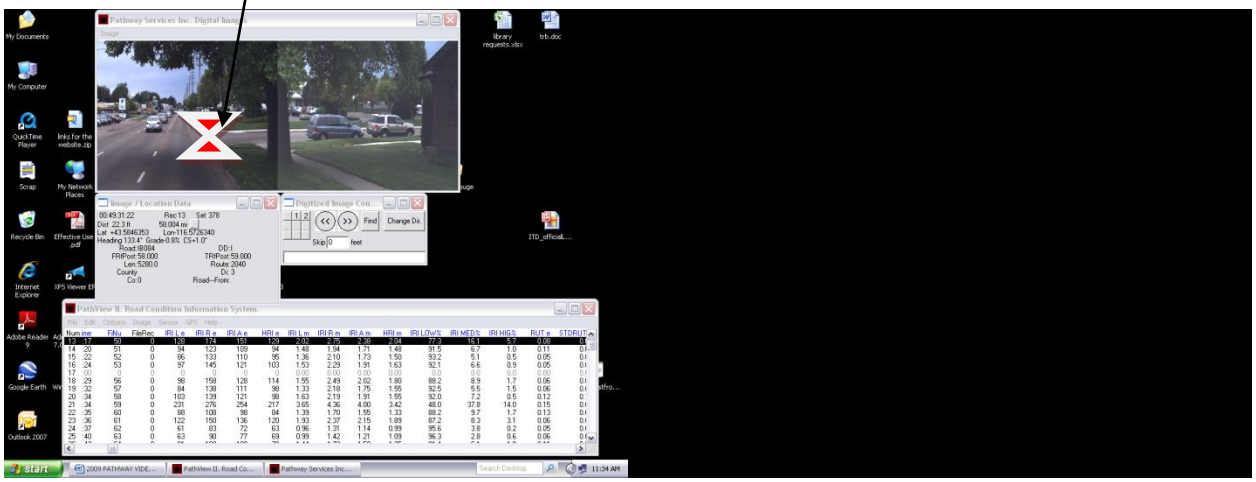



Click on the word Image in the upper left corner of the image window. This will bring up a screen that will let you adjust the brightness in each image window. Then click in the image that you want to change. Adjust the image by clicking in the box that appears.

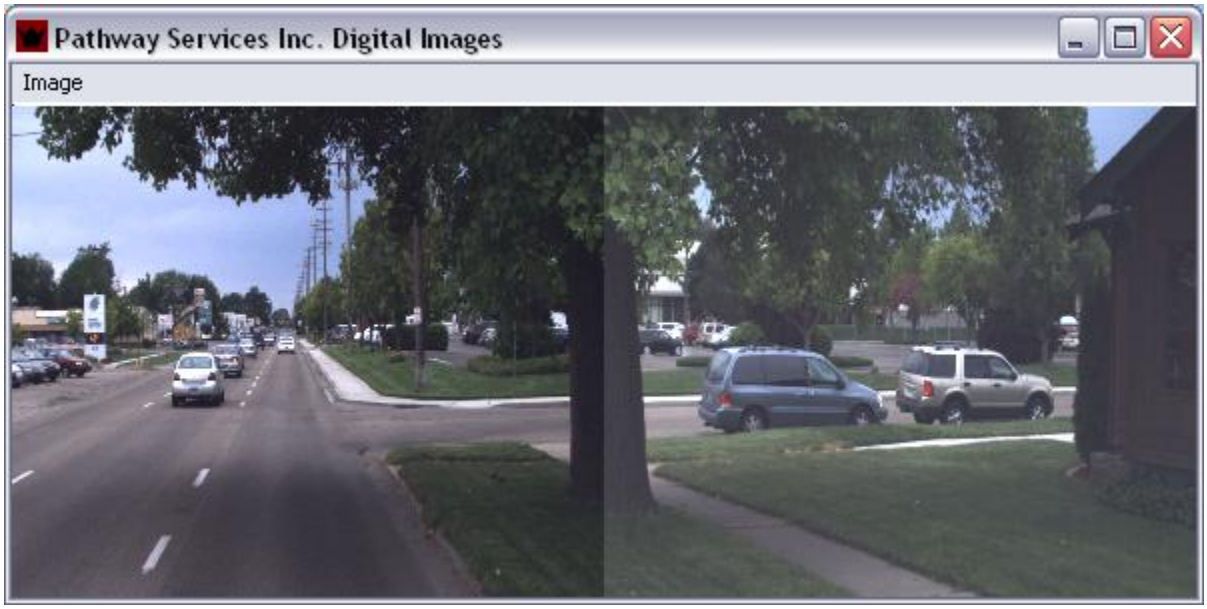


## PRINT SCREEN

Right click the cursor on the image that you want to print. Then press the Alt key and the Print Screen key simultaneously.



It will then show you the image in PrintKey2000.




Several options are available to choose:

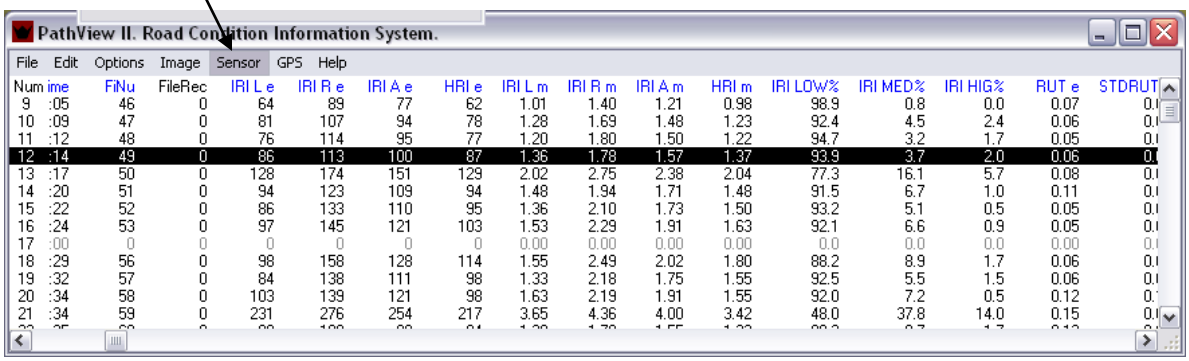
Copy the image to another program.

Save the image as a .jpg or .bmp.

Print the image.

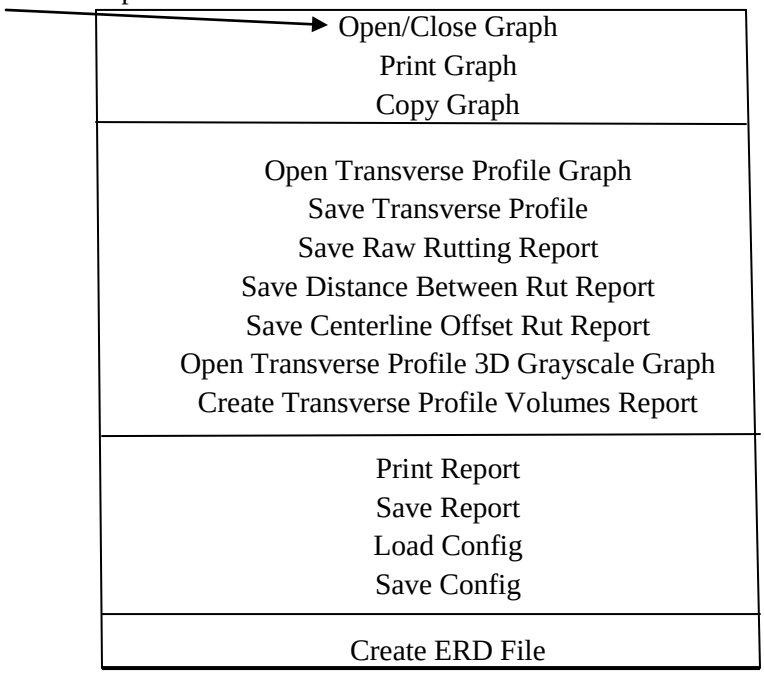
# SENSOR DATA GRAPH

Click on Sensor column in the Road Condition Information System screen. One record must be chosen.

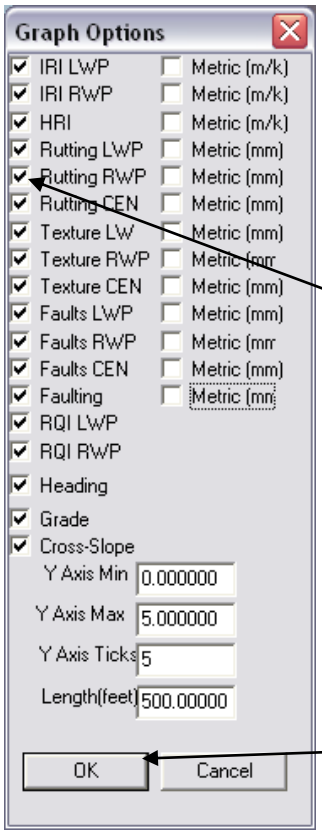



| Num | ime | FiNu | FileRec | IRI L e | IRI R e | IRI A e | HRI e | IRI L m | IRI R m | IRI A m | HRI m | IRI LOW% | IRI MED% | IRI HIG% | RUT e | STDRUT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9 | :05 | 46 | 0 | 64 | 89 | 77 | 62 | 1.01 | 1.40 | 1.21 | 0.98 | 98.9 | 0.8 | 0.0 | 0.07 | 0.0 |
| 10 | :09 | 47 | 0 | 81 | 107 | 94 | 78 | 1.28 | 1.69 | 1.48 | 1.23 | 92.4 | 4.5 | 2.4 | 0.06 | 0.0 |
| 11 | :12 | 48 | 0 | 76 | 114 | 95 | 77 | 1.20 | 1.80 | 1.50 | 1.22 | 94.7 | 3.2 | 1.7 | 0.05 | 0.0 |
| 12 | :14 | 49 | 0 | 86 | 113 | 100 | 87 | 1.36 | 1.78 | 1.57 | 1.37 | 93.9 | 3.7 | 2.0 | 0.06 | 0.0 |
| 13 | :17 | 50 | 0 | 128 | 174 | 151 | 129 | 2.02 | 2.75 | 2.38 | 2.04 | 77.3 | 16.1 | 5.7 | 0.08 | 0.0 |
| 14 | :20 | 51 | 0 | 94 | 123 | 109 | 94 | 1.48 | 1.94 | 1.71 | 1.48 | 91.5 | 6.7 | 1.0 | 0.11 | 0.0 |
| 15 | :22 | 52 | 0 | 86 | 133 | 110 | 95 | 1.36 | 2.10 | 1.73 | 1.50 | 93.2 | 5.1 | 0.5 | 0.05 | 0.0 |
| 16 | :24 | 53 | 0 | 97 | 145 | 121 | 103 | 1.53 | 2.29 | 1.91 | 1.63 | 92.1 | 6.6 | 0.9 | 0.05 | 0.0 |
| 17 | :00 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0 | 0.0 | 0.0 | 0.00 | 0.0 |
| 18 | :29 | 56 | 0 | 98 | 158 | 128 | 114 | 1.55 | 2.49 | 2.02 | 1.80 | 88.2 | 8.9 | 1.7 | 0.06 | 0.0 |
| 19 | :32 | 57 | 0 | 84 | 138 | 111 | 98 | 1.33 | 2.18 | 1.75 | 1.55 | 92.5 | 5.5 | 1.5 | 0.06 | 0.0 |
| 20 | :34 | 58 | 0 | 103 | 139 | 121 | 98 | 1.63 | 2.19 | 1.91 | 1.55 | 92.0 | 7.2 | 0.5 | 0.12 | 0.1 |
| 21 | :34 | 59 | 0 | 231 | 276 | 254 | 217 | 3.65 | 4.36 | 4.00 | 3.42 | 48.0 | 37.8 | 14.0 | 0.15 | 0.0 |

Click on Open/Close Graph.



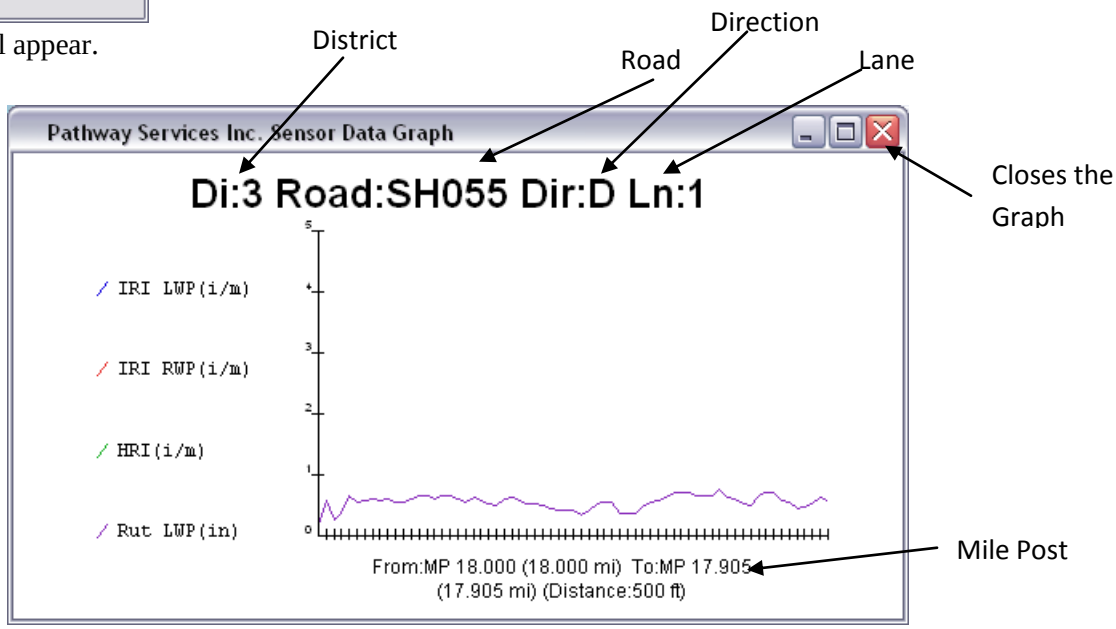

The Graphs Option screen will appear. Toggle the items wanted on and off by clicking in the box. When all the items you want are checked, Click OK.




Items can be toggled on and off by clicking in the small box. Checks "✓" means the item has been chosen.

Click OK

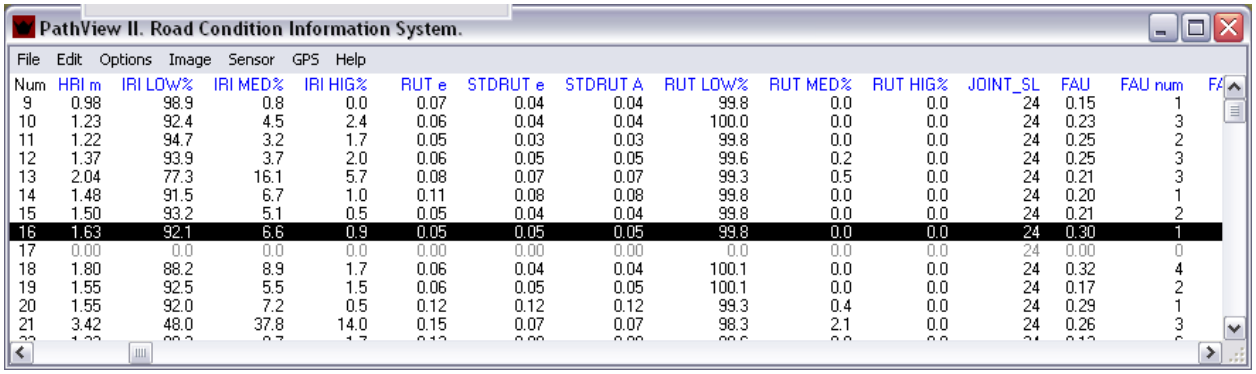
The graph will appear.




As the road is driven using the Digital Image Control sScreen's double arrow buttons ">>" or "<<" you will see the changes on the graph. The changes will occur simultaneously, as the road is traveled. Using the Print Screen system it is possible to copy the graph into another program. To close the graph, press the Red" X" in the upper right corner.

# SEVERITY ANALYSIS

Severity analysis was computed on the 2009 data using set standards developed by Pathways Inc..




| Num | HRI m | IRI LOW% | IRI MED% | IRI HIG% | RUT e | STDRUT e | STDRUT A | RUT LOW% | RUT MED% | RUT HIG% | JOINT_SL | FAU | FAU num | FA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9 | 0.98 | 98.9 | 0.8 | 0.0 | 0.07 | 0.04 | 0.04 | 99.8 | 0.0 | 0.0 | 24 | 0.15 | 1 | |
| 10 | 1.23 | 92.4 | 4.5 | 2.4 | 0.06 | 0.04 | 0.04 | 100.0 | 0.0 | 0.0 | 24 | 0.23 | 3 | |
| 11 | 1.22 | 94.7 | 3.2 | 1.7 | 0.05 | 0.03 | 0.03 | 99.8 | 0.0 | 0.0 | 24 | 0.25 | 2 | |
| 12 | 1.37 | 93.9 | 3.7 | 2.0 | 0.06 | 0.05 | 0.05 | 99.6 | 0.2 | 0.0 | 24 | 0.25 | 3 | |
| 13 | 2.04 | 77.3 | 16.1 | 5.7 | 0.08 | 0.07 | 0.07 | 99.3 | 0.5 | 0.0 | 24 | 0.21 | 3 | |
| 14 | 1.48 | 91.5 | 6.7 | 1.0 | 0.11 | 0.08 | 0.08 | 99.8 | 0.0 | 0.0 | 24 | 0.20 | 1 | |
| 15 | 1.50 | 93.2 | 5.1 | 0.5 | 0.05 | 0.04 | 0.04 | 99.8 | 0.0 | 0.0 | 24 | 0.21 | 2 | |
| 16 | 1.63 | 92.1 | 6.6 | 0.9 | 0.05 | 0.05 | 0.05 | 99.8 | 0.0 | 0.0 | 24 | 0.30 | 1 | |
| 17 | 0.00 | 0.0 | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 0.0 | 0.0 | 0.0 | 24 | 0.00 | 0 | |
| 18 | 1.80 | 88.2 | 8.9 | 1.7 | 0.06 | 0.04 | 0.04 | 100.1 | 0.0 | 0.0 | 24 | 0.32 | 4 | |
| 19 | 1.55 | 92.5 | 5.5 | 1.5 | 0.06 | 0.05 | 0.05 | 100.1 | 0.0 | 0.0 | 24 | 0.17 | 2 | |
| 20 | 1.55 | 92.0 | 7.2 | 0.5 | 0.12 | 0.12 | 0.12 | 99.3 | 0.4 | 0.0 | 24 | 0.29 | 1 | |
| 21 | 3.42 | 48.0 | 37.8 | 14.0 | 0.15 | 0.07 | 0.07 | 98.3 | 2.1 | 0.0 | 24 | 0.26 | 3 | |

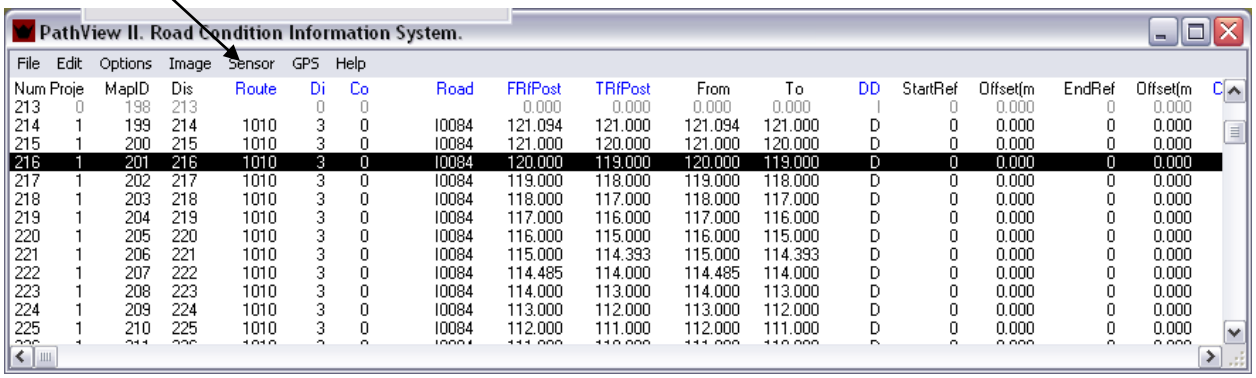
The standards used to run the analysis in this database were:

| Road Severity Factor | Severity Levels |
|---|---|
| | |
| **INTERNATIONAL ROUGHNESS INDEX** | |
| IRI LOW % | 10 – 150 |
| IRI MED. % - | 150 – 300 |
| IRI HIG % | 300 - 900 |
| **RUTTING** | |
| Rut LOW % | 0.00 – 0.30 |
| Rut MED % | 0.30 – 0.70 |
| Rut HIG % | 0.70 – 5.00 |
| **FAULTING** | |
| Fau LOW | 0.03 - 0.06 |
| Fau MED | 0.06 – 0.25 |
| Fau HIG | 0.25 – 3.00 |
| **TEXTURE** | |
| Tex LOW | 0.00 – 0.04 |
| Tex MED | 0.04 – 0.08 |
| Tex HIG | 0.08 – 0.50 |

| **Severity Definitions** | |
|---|---|
| | |
| **IRIL** | Stores the average IRI approximately every 10 ft for the left wheel path |
| **IRIR** | Stores the average IRI approximately every 10 ft for the right wheel path |
| **HRI** | Stores the average half car roughness approximately every 10 ft |
| **Rut L** | Stores the average rut approximately every 10 ft for the left wheel path |
| **Rut R** | Stores the average rut approximately every 10 ft for the right wheel path |
| **Tex L** | Stores the average texture over 10 ft in the left wheel path |
| **Tex R** | Stores the average texture over 10 ft in the right wheel path |
| **Fau L** | Stores the number of faults in the left wheel path |
| **Fau R** | Stores the number of faults in the right wheel path |
| **Fau C** | Stores the number of faults in the center of the lane |

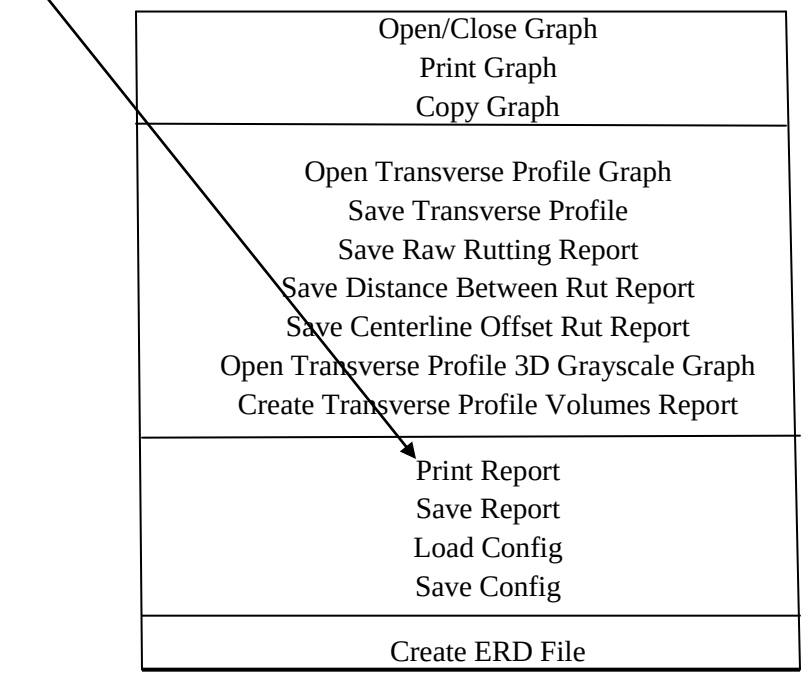
# SEVERITY REPORTS

Under the Sensor heading.

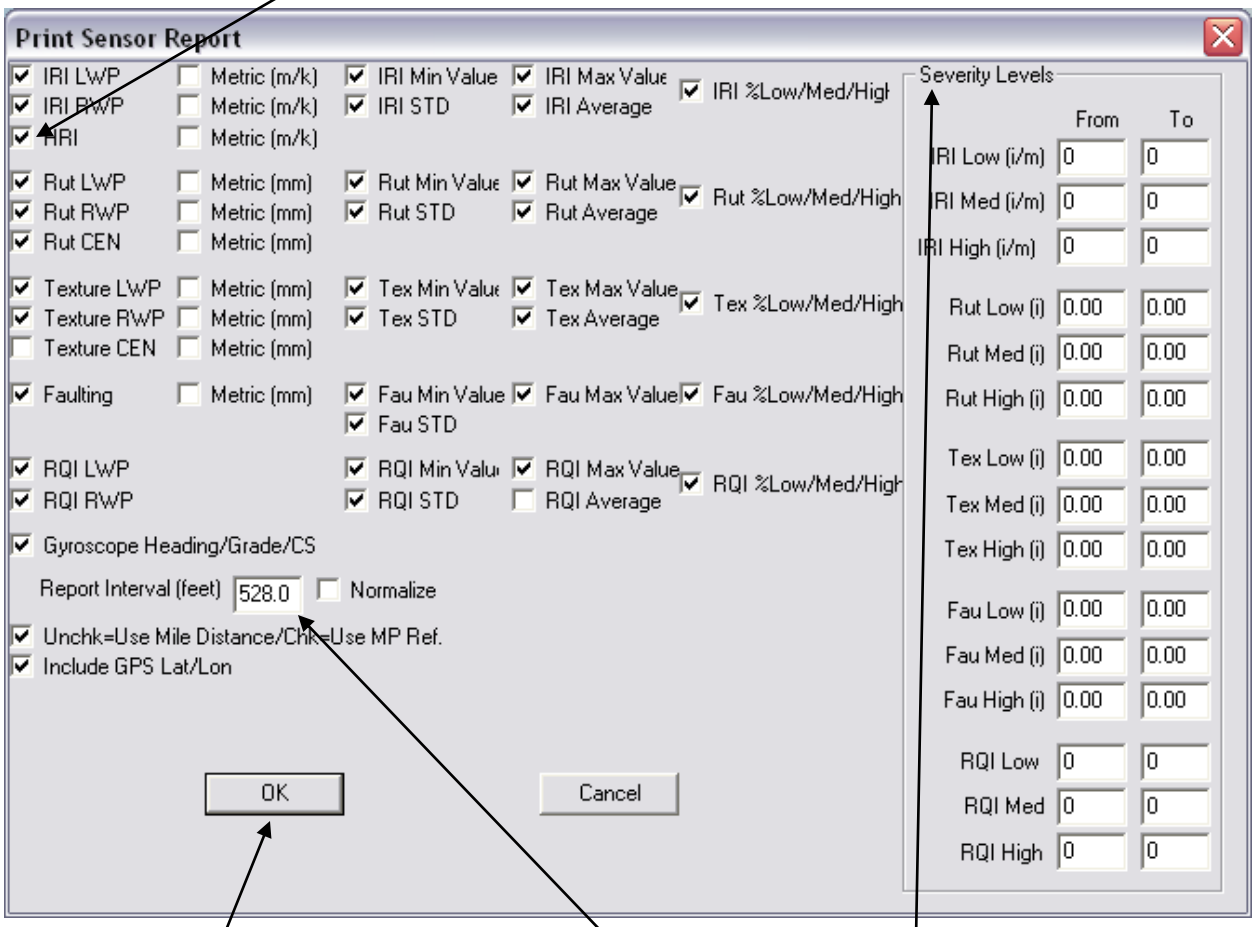



| Num | Proje | MapID | Dis | Route | Di | Co | Road | FRtPost | TRtPost | From | To | DD | StartRef | Offset(m | EndRef | Offset(m |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 213 | 0 | 198 | 213 | | 0 | 0 | | 0.000 | 0.000 | 0.000 | 0.000 | I | 0 | 0.000 | 0 | 0.000 |
| 214 | 1 | 199 | 214 | 1010 | 3 | 0 | I0084 | 121.094 | 121.000 | 121.094 | 121.000 | D | 0 | 0.000 | 0 | 0.000 |
| 215 | 1 | 200 | 215 | 1010 | 3 | 0 | I0084 | 121.000 | 120.000 | 121.000 | 120.000 | D | 0 | 0.000 | 0 | 0.000 |
| 216 | 1 | 201 | 216 | 1010 | 3 | 0 | I0084 | 120.000 | 119.000 | 120.000 | 119.000 | D | 0 | 0.000 | 0 | 0.000 |
| 217 | 1 | 202 | 217 | 1010 | 3 | 0 | I0084 | 119.000 | 118.000 | 119.000 | 118.000 | D | 0 | 0.000 | 0 | 0.000 |
| 218 | 1 | 203 | 218 | 1010 | 3 | 0 | I0084 | 118.000 | 117.000 | 118.000 | 117.000 | D | 0 | 0.000 | 0 | 0.000 |
| 219 | 1 | 204 | 219 | 1010 | 3 | 0 | I0084 | 117.000 | 116.000 | 117.000 | 116.000 | D | 0 | 0.000 | 0 | 0.000 |
| 220 | 1 | 205 | 220 | 1010 | 3 | 0 | I0084 | 116.000 | 115.000 | 116.000 | 115.000 | D | 0 | 0.000 | 0 | 0.000 |
| 221 | 1 | 206 | 221 | 1010 | 3 | 0 | I0084 | 115.000 | 114.393 | 115.000 | 114.393 | D | 0 | 0.000 | 0 | 0.000 |
| 222 | 1 | 207 | 222 | 1010 | 3 | 0 | I0084 | 114.485 | 114.000 | 114.485 | 114.000 | D | 0 | 0.000 | 0 | 0.000 |
| 223 | 1 | 208 | 223 | 1010 | 3 | 0 | I0084 | 114.000 | 113.000 | 114.000 | 113.000 | D | 0 | 0.000 | 0 | 0.000 |
| 224 | 1 | 209 | 224 | 1010 | 3 | 0 | I0084 | 113.000 | 112.000 | 113.000 | 112.000 | D | 0 | 0.000 | 0 | 0.000 |
| 225 | 1 | 210 | 225 | 1010 | 3 | 0 | I0084 | 112.000 | 111.000 | 112.000 | 111.000 | D | 0 | 0.000 | 0 | 0.000 |

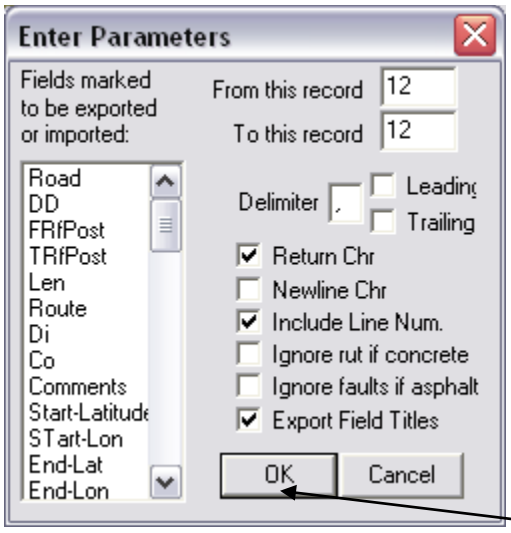
Choose Print Report



Choose the option(s) needed by toggling the options on and off by clicking in the box(es).




When complete, click OK. Severity Levels can be changed according to the Business standards set by the agency.

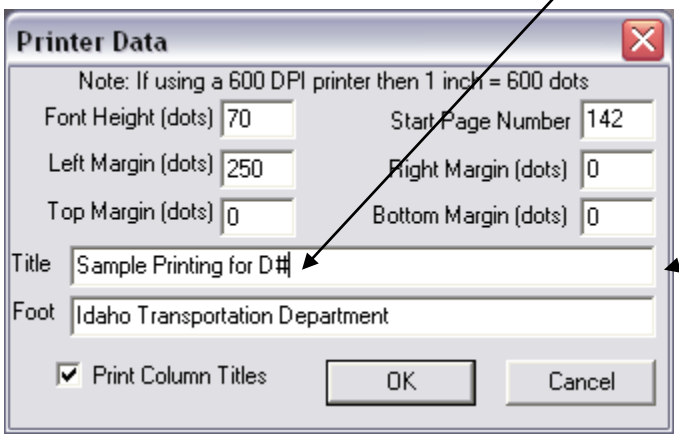



The standard mileage formatting for the system is 0.10 mile increments. This distance can be changed by changing this number.

Click OK

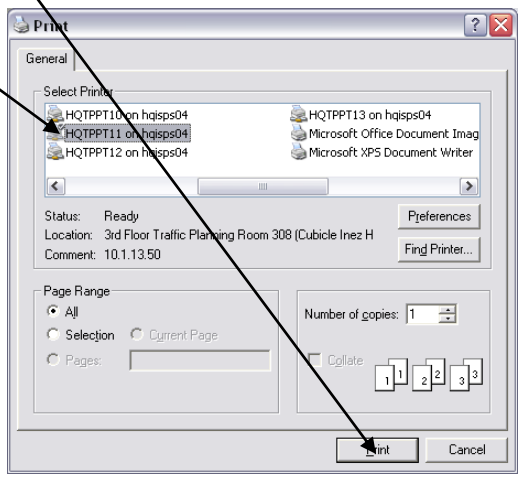
The screen will remind you of which columns you highlighted in the Road Condition Information System screen. Click Ok.

Fill in the data for your printer. Give the report a unique name. Click OK.




Reports come out looking very similar – remember to give them each a unique name.

Choose the printer and press Print.

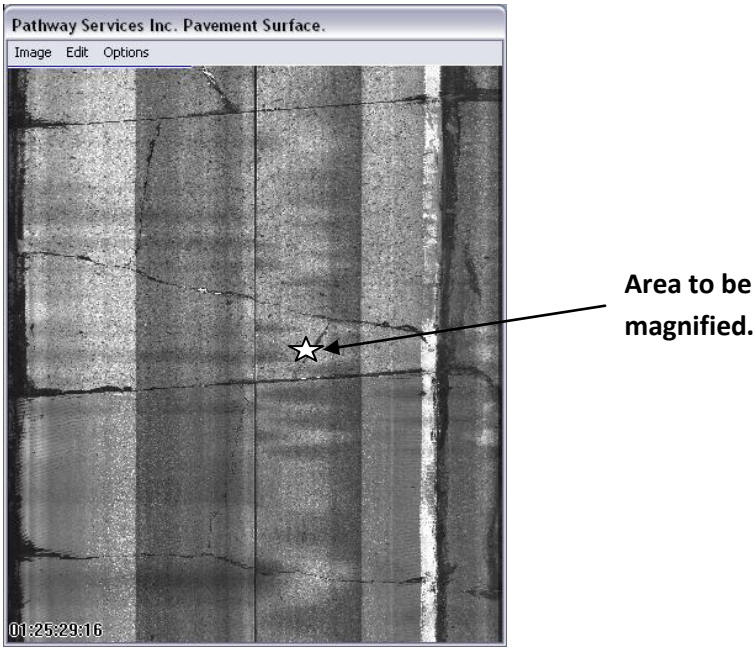



## SKIP BOX

The Skip Box on the Digitized Image Control screen is used to move along the road at longer intervals. Images are taken every 26.4 feet. If precise definition is not needed – you can enter another value in the box. If you enter 100 –3 out of every 4 images will be skipped. This will give you a faster display. If you are just scanning a road – 100 ft is useful. Then change the interval to 0 when you want to see definite details. Word of caution - when skipping – always turn off the 360° view (#8) and the pavement/linescan view (#7), they tend to really bog the system down.

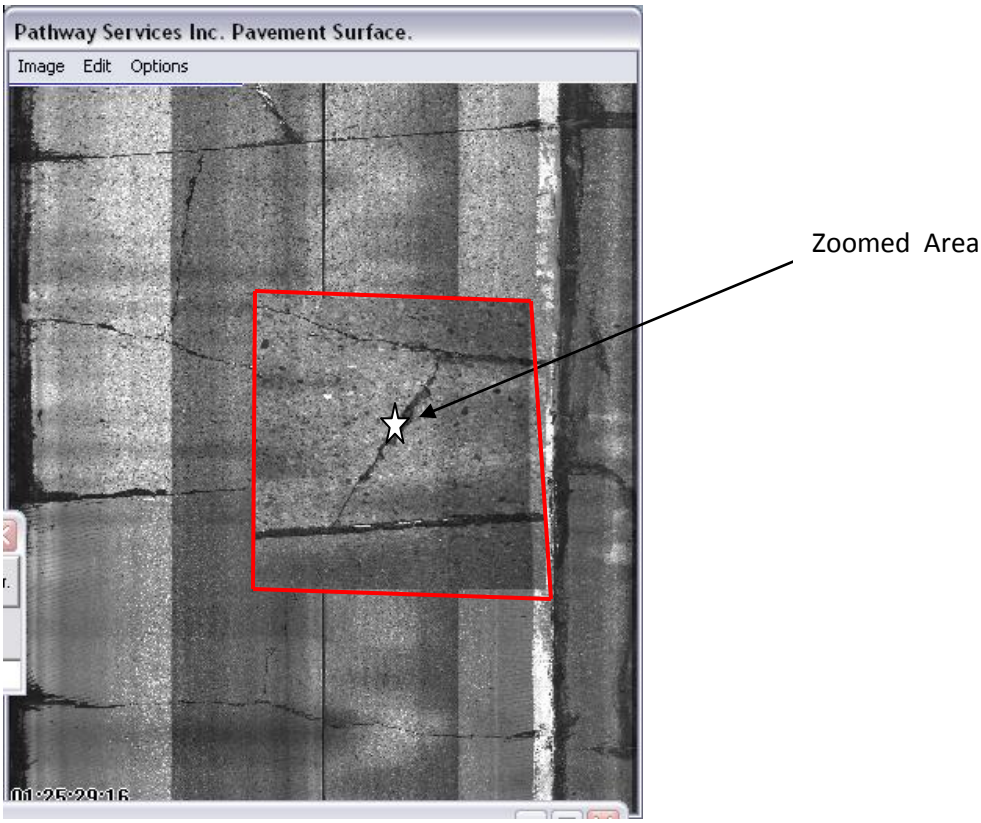

## ZOOM VIEW

Zoom works in both the Pavement/Linescan and Perspective views.




I84 - MP 51.375

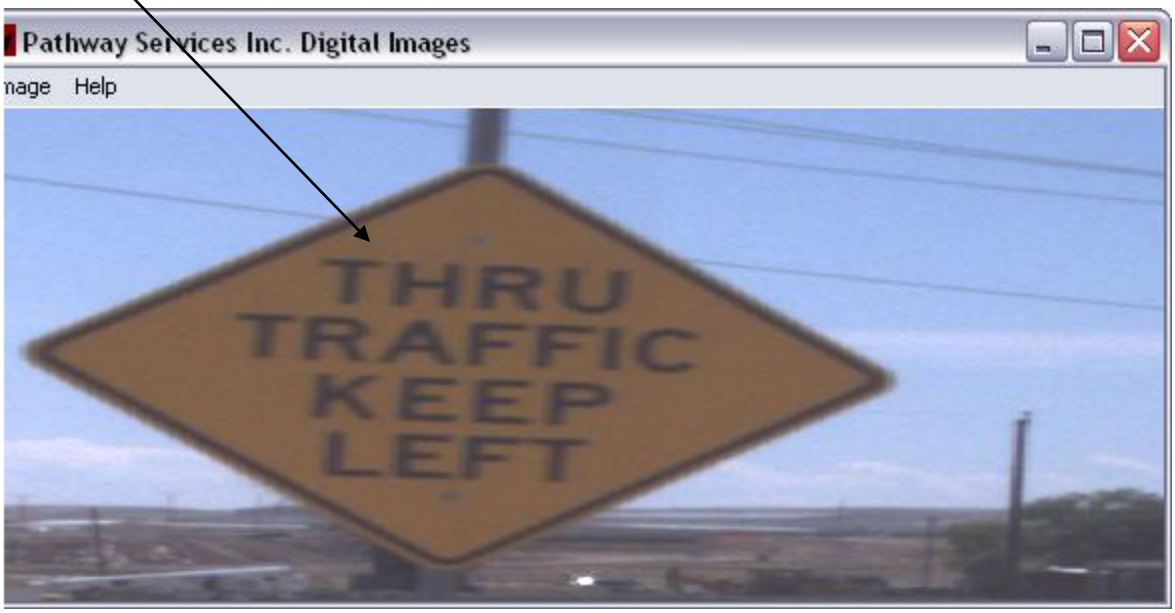
Hold the Shift key down as you simultaneously right click with the mouse and drag it to cover the area you want to view. Continue holding the shift key and drag the mouse – to perform a roaming zoom in the pavement/linescan view. Crack resolution to 1mm is possible using the magnifier function. To release the scanning feature just click in another view.




To get the best zoomed image – make the zoom box more of a rectangular shape.

Repeat the procedures listed above to scan in the perspective views Number 1 and 2. A roaming scan cannot be performed in the perspective views.

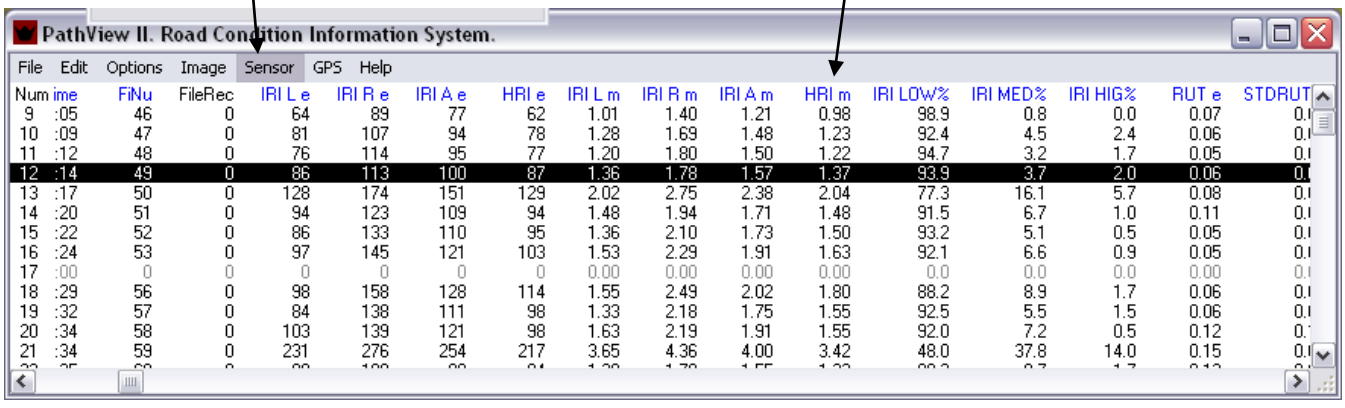
Magnified Item. To disengage the zoom feature, click on the image.




## TRANSVERSE GRAPHS

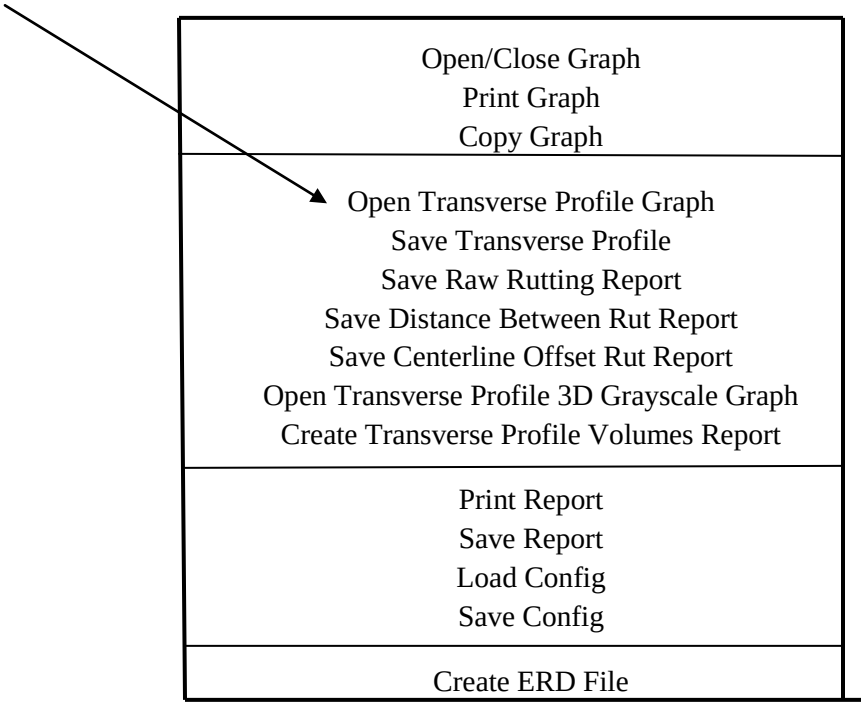
This option creates as graph from the INO Laser Rutting Measurement System on the Van. It displays the transverse profile of the lane using up to 1,280 points collected with the INO Laser system. To create a graph, click on Sensor.

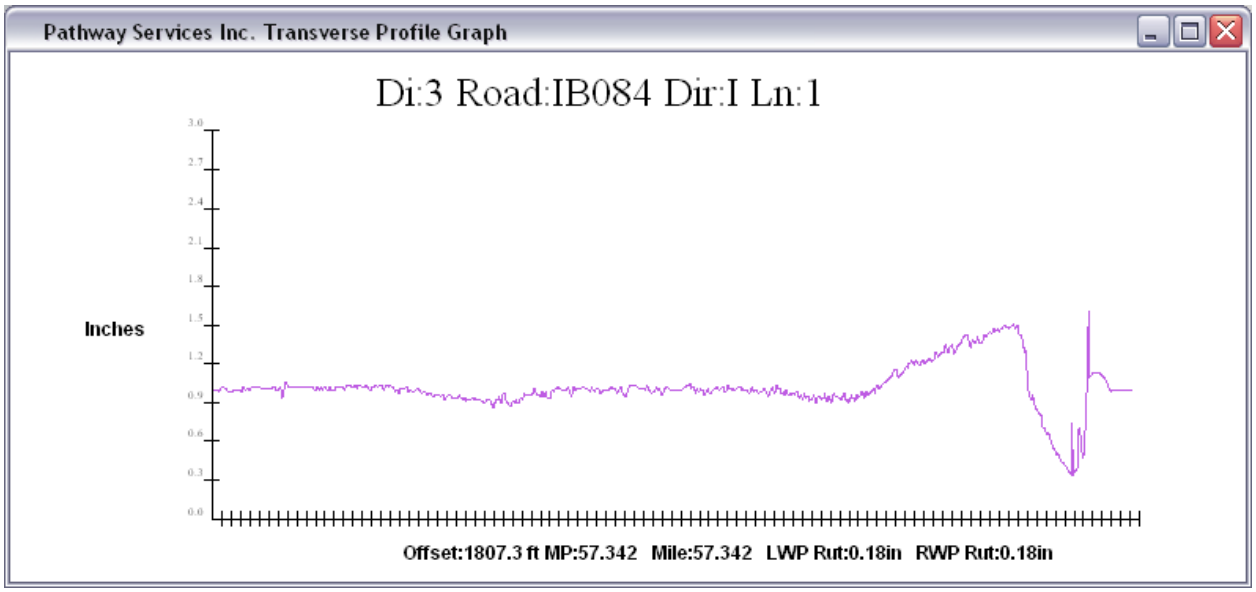
Blue lettering indicates data columns are selected.




| Num | ime | FiNu | FileRec | IRI L e | IRI R e | IRI A e | HRI e | IRI L m | IRI R m | IRI A m | HRI m | IRI LOW% | IRI MED% | IRI HIG% | RUT e | STDRUT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9 | :05 | 46 | 0 | 64 | 89 | 77 | 62 | 1.01 | 1.40 | 1.21 | 0.98 | 98.9 | 0.8 | 0.0 | 0.07 | 0.0 |
| 10 | :09 | 47 | 0 | 81 | 107 | 94 | 78 | 1.28 | 1.69 | 1.48 | 1.23 | 92.4 | 4.5 | 2.4 | 0.06 | 0.0 |
| 11 | :12 | 48 | 0 | 76 | 114 | 95 | 77 | 1.20 | 1.80 | 1.50 | 1.22 | 94.7 | 3.2 | 1.7 | 0.05 | 0.0 |
| 12 | :14 | 49 | 0 | 86 | 113 | 100 | 87 | 1.36 | 1.78 | 1.57 | 1.37 | 93.9 | 3.7 | 2.0 | 0.06 | 0.0 |
| 13 | :17 | 50 | 0 | 128 | 174 | 151 | 129 | 2.02 | 2.75 | 2.38 | 2.04 | 77.3 | 16.1 | 5.7 | 0.08 | 0.0 |
| 14 | :20 | 51 | 0 | 94 | 123 | 109 | 94 | 1.48 | 1.94 | 1.71 | 1.48 | 91.5 | 6.7 | 1.0 | 0.11 | 0.0 |
| 15 | :22 | 52 | 0 | 86 | 133 | 110 | 95 | 1.36 | 2.10 | 1.73 | 1.50 | 93.2 | 5.1 | 0.5 | 0.05 | 0.0 |
| 16 | :24 | 53 | 0 | 97 | 145 | 121 | 103 | 1.53 | 2.29 | 1.91 | 1.63 | 92.1 | 6.6 | 0.9 | 0.05 | 0.0 |
| 17 | :00 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0 | 0.0 | 0.0 | 0.00 | 0.0 |
| 18 | :29 | 56 | 0 | 98 | 158 | 128 | 114 | 1.55 | 2.49 | 2.02 | 1.80 | 88.2 | 8.9 | 1.7 | 0.06 | 0.0 |
| 19 | :32 | 57 | 0 | 84 | 138 | 111 | 98 | 1.33 | 2.18 | 1.75 | 1.55 | 92.5 | 5.5 | 1.5 | 0.06 | 0.0 |
| 20 | :34 | 58 | 0 | 103 | 139 | 121 | 98 | 1.63 | 2.19 | 1.91 | 1.55 | 92.0 | 7.2 | 0.5 | 0.12 | 0.1 |
| 21 | :34 | 59 | 0 | 231 | 276 | 254 | 217 | 3.65 | 4.36 | 4.00 | 3.42 | 48.0 | 37.8 | 14.0 | 0.15 | 0.0 |

Click on Open Transverse Profile Graph.

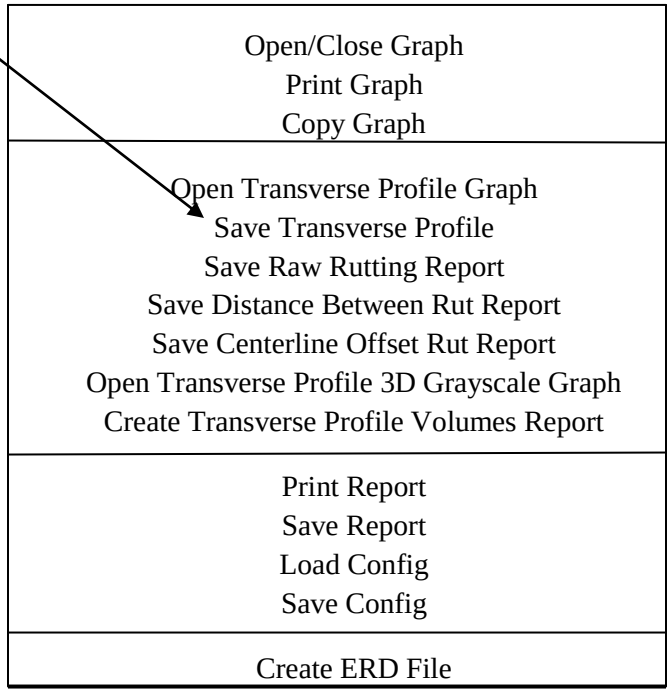


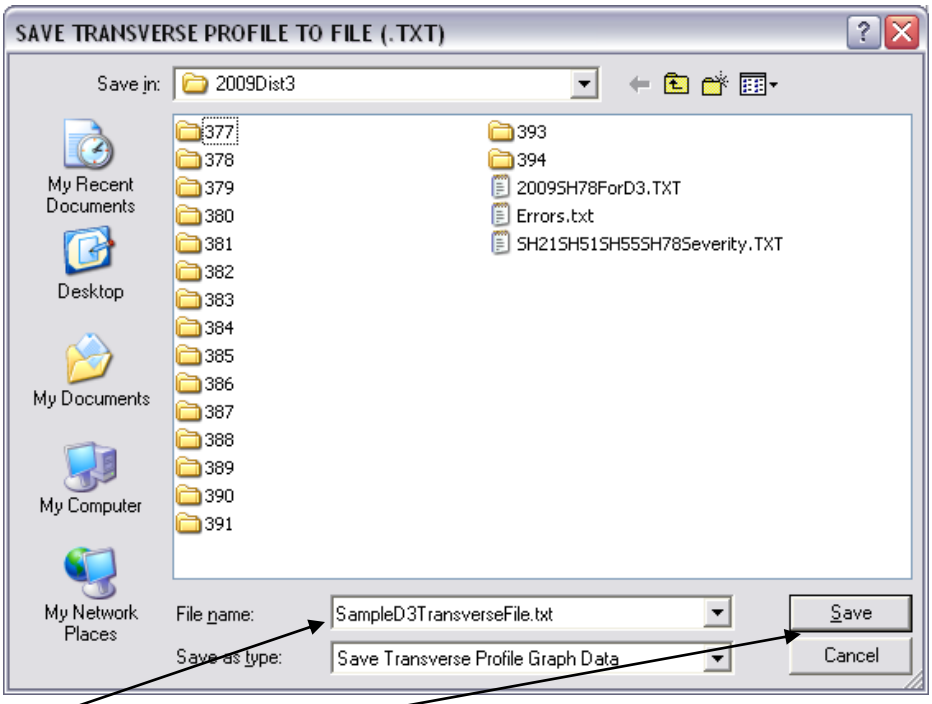




The graph is synchronized with the image and is updated as you move forward or backward in the digital images using the Digital Image Control screen.

## SAVING TRANSVERSE FILE:

Click on Save Transverse Profile

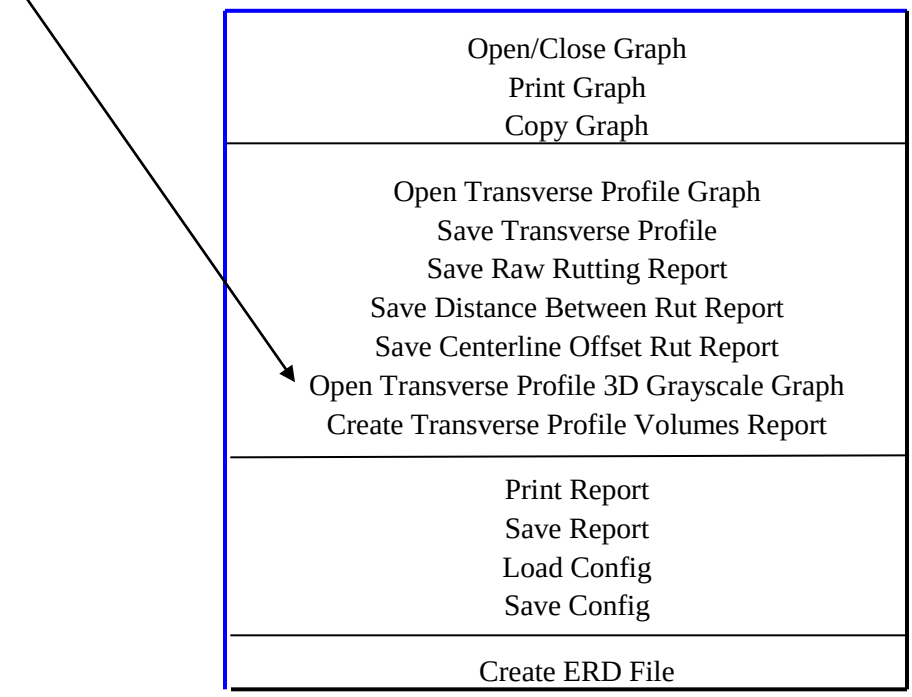


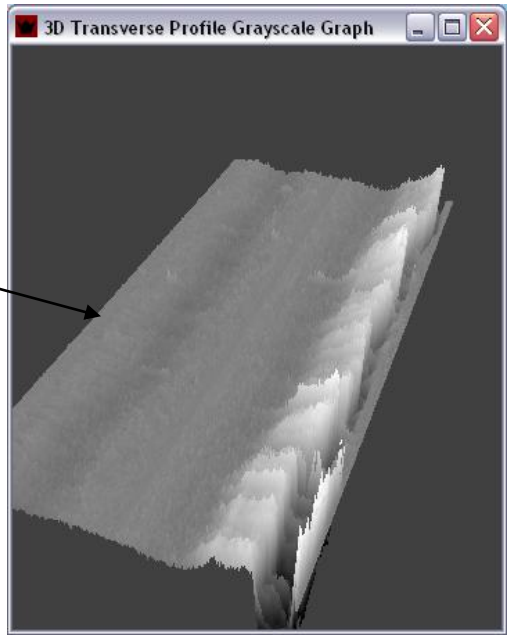

Type in the name of the file and press Save.

# TRANSVERSE PROFILE 3D GRAPH

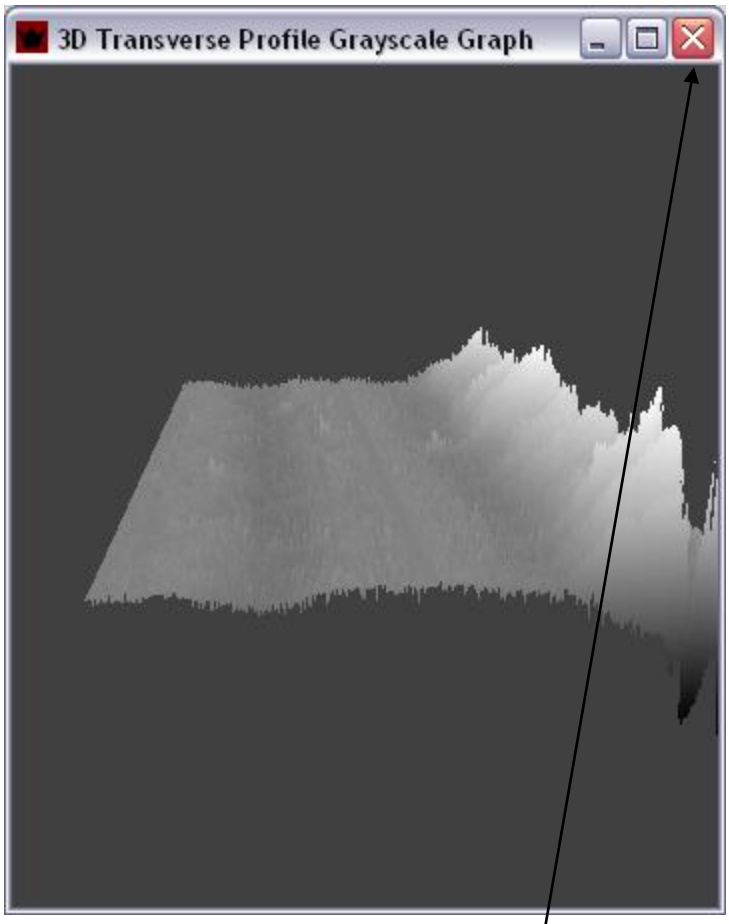
Under Sensor in the Road Condition Information System screen, Choose Open Transverse Profile 3D Grayscale Graph




By placing your mouse on the 3D graph, and holding the left mouse key down, you can change the perspective view of the graph.




**Note**: A transverse profile is created about every 5 ft. For the 3D display, vertical measurement are exaggerated about 3 times.




Straight on View of the road surface.

Close out the 3D graph by press the Red "X" in the upper right corner of the graph.

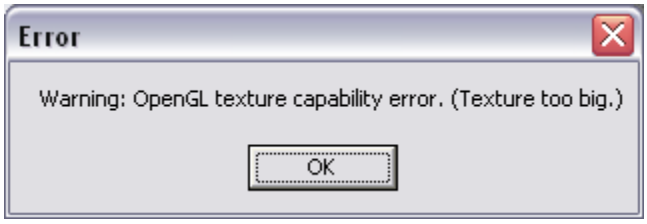
# TROUBLESHOOTING THE VIDEOLOG SOFTWARE

## 360° CAMERA


The 360° view will remain black until an intersection is shot. On the bottom of the Digitized Image Control screen, this message will appear –

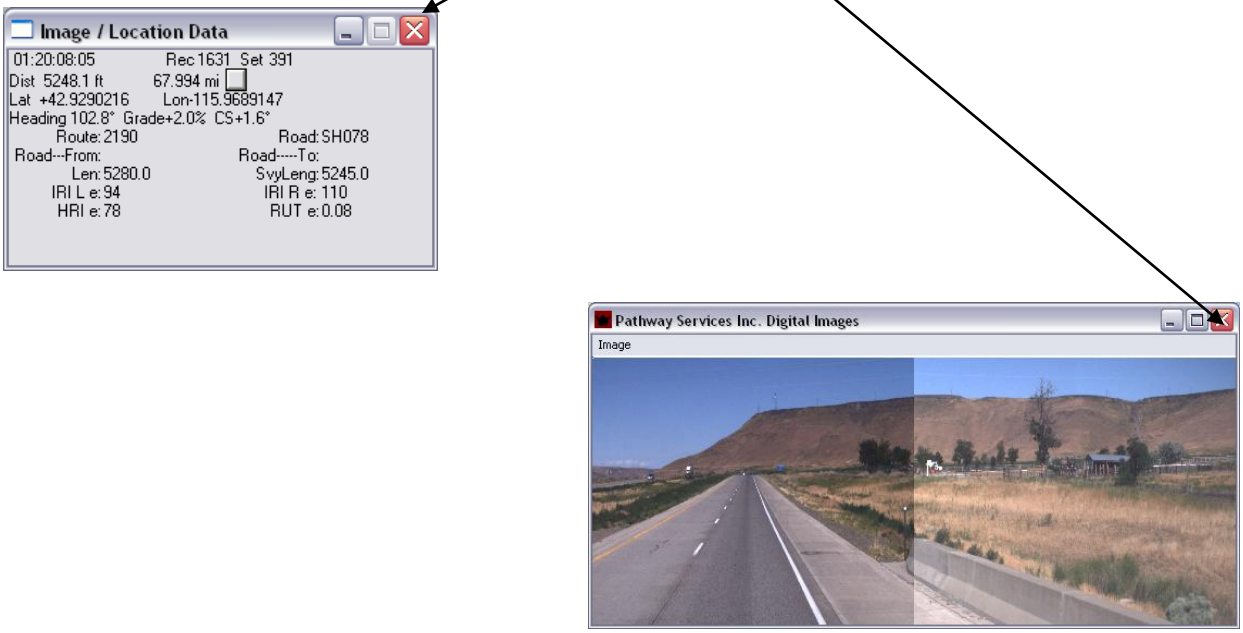
ERROR: Cant find Close 360 Image.

If the following message appears when viewing the 360° – your video card is not capable of viewing the 360° image. It is recommended that you have an onboard video memory card of at least 256 mb. THIS ONLY AFFECTS THE 360° IMAGES!

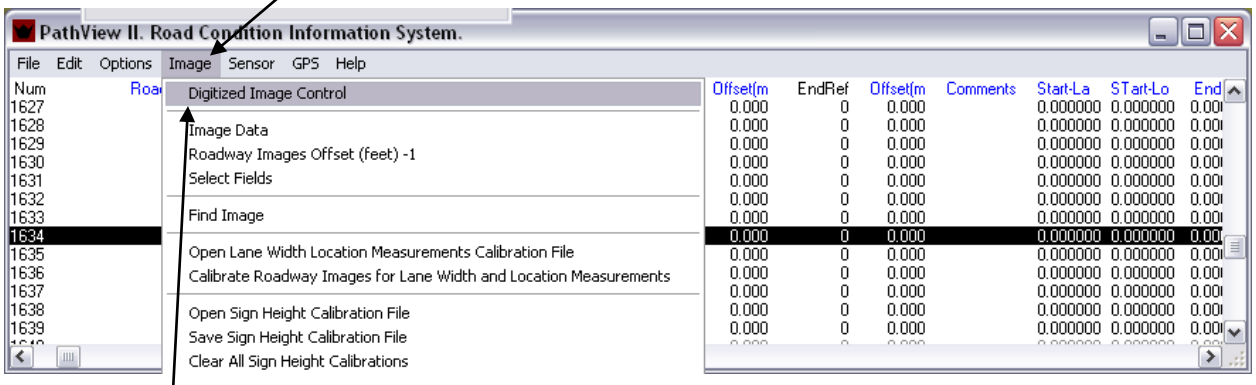


**CANNOT SEE THE IMAGES**

This is caused by closing the software with the red "X" on the Digital Image screen, or the Digitized Image Control screen. You will not see the Digital Image screens, the next time you open the software.



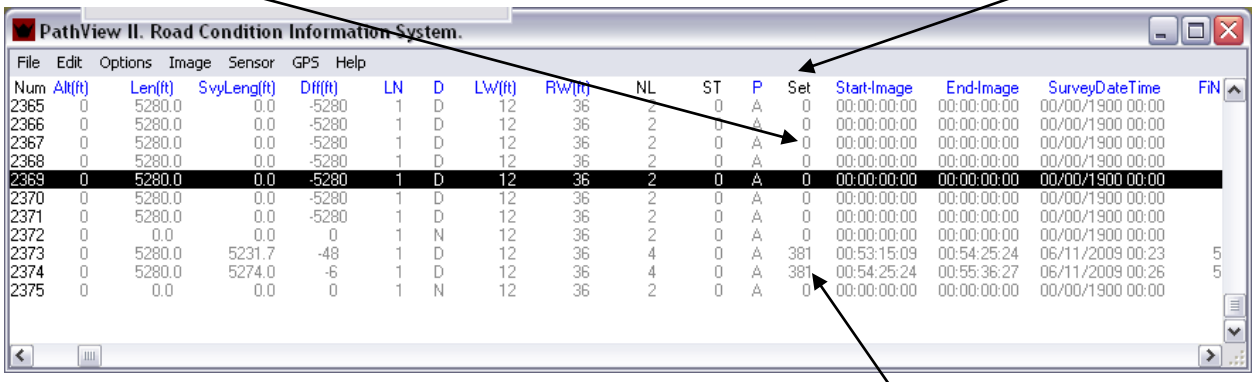

To rectify this problem, click on Image in the Road Condition Information screen.




Then choose Digitized Image Control. This will reactivate the Digital Image screens.

## CANNOT LOCATE THE ROAD IN THE DESCENDING DIRECTION

Using the Change Direction key or just searching for the descending route of a road and it can't be located. Scroll to the right of the database using the bar at the bottom. When you get to the heading Set – if there are "0" in the column – the route was not shot.




Set numbers - denote that the direction was shot.

## RUNNING SLOW OR JERKY

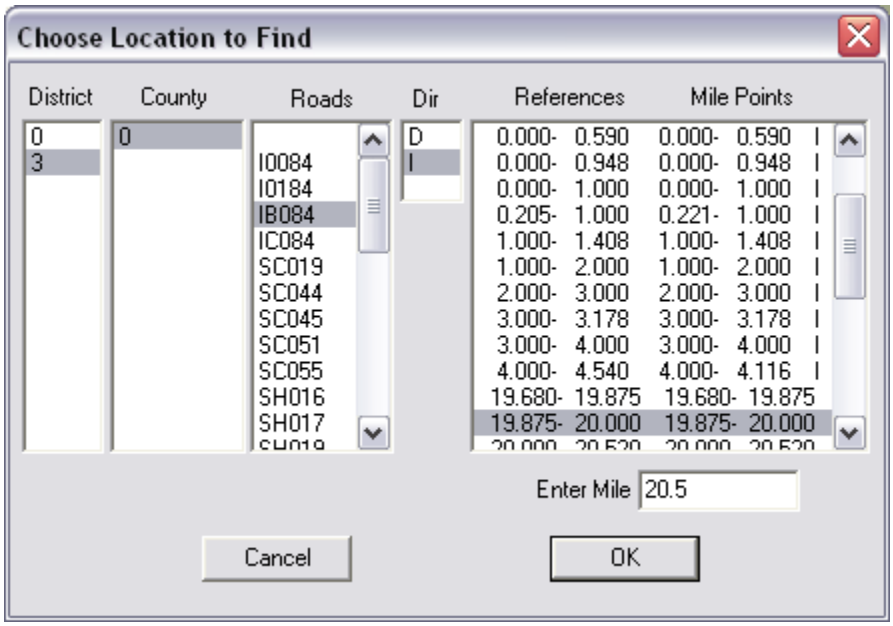
Several tips to eliminate this problem.

1. Verify that Service Pack 3 is loaded on the system. The software was designed for Service Pack 3. The help desk can assist you to bring you system up-to-date.

2. If you are using the following views - turn them off: pavement/linescan view (#7), the 360º (#8) and any of the graph features. They all use a substantial amount of CPU resources, so consequently the system will run slower.

**FIND FEATURE DOES NOT WORK**

When a user pulls up the find feature – you choose the road, direction and then type in the mile point that you want to locate.




If you get the following message, it means that the mile point does not appear within the reference mile points that you choose. The user then needs to either type a mile point within the reference mile points (19.9) or choose the next line down in the screen that contains the mile point 20.5


**If you have any questions or problems – contact Inez Hopkins in Planning - Roadway Data at 208-334-8226 or email at Inez.hopkins@itd.idaho.gov.**

**Thank you!**